AT A CROSSROADS: EXPLORING TRANSPORTATION FOR OLDER GEORGIANS IN A RAPIDLY CHANGING LANDSCAPE

APPENDICES

November 2018
# TABLE OF CONTENTS

Appendix A: Planning and Service Areas by Georgia Department ........................................ 4  
Appendix B: Regional Profile for Northwest Georgia, DHS Region 1 ........................................ 7  
Appendix C: Regional Profile for Georgia Mountains, DHS Region 2 ..................................... 19  
Appendix D: Regional Profile for Atlanta, DHS Region 3 ...................................................... 31  
Appendix E: Regional Profile for Three Rivers, DHS Region 4 .............................................. 46  
Appendix F: Regional Profile for Northeast Georgia, DHS Region 5 ........................................ 59  
Appendix G: Regional Profile for River Valley, DHS Region 6 ............................................... 71  
Appendix H: Regional Profile for Middle Georgia, DHS Region 7 .......................................... 83  
Appendix I: Regional Profile for Central Savannah River Area, DHS Region 8 .................... 95  
Appendix J: Regional Profile for Heart of Georgia, DHS Region 9 ....................................... 107  
Appendix K: Regional Profile for Southwest Georgia, DHS Region 10 ............................... 120  
Appendix L: Regional Profile for Southern Georgia, DHS Region 11 ................................. 132  
Appendix M: Regional Profile for Coastal Georgia, DHS Region 12 .................................... 145  
Appendix N: Mobility Need Index (MoNI) Methodology .................................................... 157  
Appendix O: Population Projection Data Methodology ....................................................... 161  
Appendix P: Nondriver Estimate Methodology ................................................................. 162
APPENDIX A: PLANNING AND SERVICE AREAS BY GEORGIA DEPARTMENT

Figure A1: Georgia Department of Human Services (DHS) Regions
Figure A2: Georgia Department of Community Health (DCH) Regions
APPENDIX B: REGIONAL PROFILE FOR NORTHWEST GEORGIA, DHS REGION 1

The Northwest Georgia region is comprised of 15 counties, as illustrated in Figure B1. In 2016, the 65 and older population living in the region totaled 125,220, 14% of the region’s population. The region will experience an increase in the 65 and older population, a 53% percent change between 2016 and 2025, and a 37% increase between 2025 and 2040.

Figure B1: Northwest Georgia Region Counties
Table B1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
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<tr>
<td>BARTOW COUNTY</td>
<td>12,947</td>
<td>20,897</td>
<td>29,903</td>
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<td>CATOOSA COUNTY</td>
<td>10,372</td>
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<td>20,040</td>
</tr>
<tr>
<td>CHATTOOGA COUNTY</td>
<td>4,032</td>
<td>6,004</td>
<td>7,209</td>
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<tr>
<td>DADE COUNTY</td>
<td>2,781</td>
<td>3,367</td>
<td>3,379</td>
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<tr>
<td>FANNIN COUNTY</td>
<td>6,148</td>
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<td>8,821</td>
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<tr>
<td>FLOYD COUNTY</td>
<td>14,911</td>
<td>21,438</td>
<td>26,741</td>
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<td>GILMER COUNTY</td>
<td>6,254</td>
<td>8,818</td>
<td>10,495</td>
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<tr>
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<td>7,571</td>
<td>11,830</td>
<td>16,641</td>
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<tr>
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<td>4,529</td>
<td>6,830</td>
<td>9,055</td>
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<tr>
<td>MURRAY COUNTY</td>
<td>5,077</td>
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<tr>
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<tr>
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<tr>
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<td>19,207</td>
<td>25,696</td>
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<td><strong>TOTAL</strong></td>
<td><strong>125,219</strong></td>
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<td><strong>262,807</strong></td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015

Table B2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

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<th>2025</th>
<th>2040</th>
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<td>14.2%</td>
<td>20.0%</td>
<td>26.0%</td>
</tr>
<tr>
<td>CATOOSA COUNTY</td>
<td>15.1%</td>
<td>21.2%</td>
<td>26.2%</td>
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<tr>
<td>CHATTOOGA COUNTY</td>
<td>12.9%</td>
<td>19.7%</td>
<td>26.7%</td>
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<tr>
<td>DADE COUNTY</td>
<td>10.6%</td>
<td>18.5%</td>
<td>26.0%</td>
</tr>
<tr>
<td>FANNIN COUNTY</td>
<td>15.5%</td>
<td>22.0%</td>
<td>26.8%</td>
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<tr>
<td>FLOYD COUNTY</td>
<td>17.7%</td>
<td>22.4%</td>
<td>26.3%</td>
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<td>GILMER COUNTY</td>
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<td>26.7%</td>
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<tr>
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<tr>
<td>HARALSON COUNTY</td>
<td>15.3%</td>
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<tr>
<td>MURRAY COUNTY</td>
<td>18.4%</td>
<td>26.0%</td>
<td>26.5%</td>
</tr>
<tr>
<td>PAULDING COUNTY</td>
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<td>25.9%</td>
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<tr>
<td>PICKENS COUNTY</td>
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<tr>
<td>WALKER COUNTY</td>
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<tr>
<td>WHITFIELD COUNTY</td>
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<td>23.4%</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
### Table B3: Population Change by Year and Age Group, Northwest Georgia Region

<table>
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<tr>
<th></th>
<th>POPULATION AGED 65 TO 74</th>
<th>POPULATION AGED 75 TO 84</th>
<th>POPULATION AGED 85 AND OLDER</th>
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<tr>
<td>2015</td>
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<td>40,576</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table B4: Percentage Change by Year and Age Group, Northwest Georgia Region

<table>
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<th>Year</th>
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<th>75 to 84</th>
<th>85 or older</th>
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<td>5.8%</td>
<td>1.9%</td>
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<tr>
<td>2015</td>
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<td>2016</td>
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</tr>
<tr>
<td>2017</td>
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<td>4.9%</td>
<td>1.8%</td>
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<tr>
<td>2018</td>
<td>2.8%</td>
<td>5.7%</td>
<td>4.3%</td>
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<tr>
<td>2019</td>
<td>2.7%</td>
<td>5.4%</td>
<td>4.1%</td>
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<tr>
<td>2020</td>
<td>2.6%</td>
<td>5.1%</td>
<td>4.0%</td>
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<tr>
<td>2021</td>
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<td>3.8%</td>
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<tr>
<td>2022</td>
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<td>4.6%</td>
<td>3.7%</td>
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<tr>
<td>2023</td>
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<td>3.7%</td>
<td>5.6%</td>
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<td>2024</td>
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<tr>
<td>2025</td>
<td>6.8%</td>
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<tr>
<td>2030</td>
<td>0.7%</td>
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<td>19.5%</td>
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<tr>
<td>2040</td>
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<td>16.7%</td>
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<tr>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table B5: Percentage Change Aged 65 to 74 by County by Year

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<tr>
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<td>3.7%</td>
<td>3.9%</td>
<td>3.7%</td>
<td>3.6%</td>
<td>3.5%</td>
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<td>3.9%</td>
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<td>14.6%</td>
<td>6.3%</td>
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<td>-1.1%</td>
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<tr>
<td>Catoosa</td>
<td>-</td>
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<td>2.9%</td>
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<tr>
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<td>2.9%</td>
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<td>2.7%</td>
<td>2.6%</td>
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<td>1.6%</td>
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<td>3.0%</td>
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<td>0.9%</td>
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<td>0.9%</td>
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</tr>
<tr>
<td>Gordon</td>
<td>-</td>
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<td>4.0%</td>
<td>3.9%</td>
<td>3.7%</td>
<td>3.1%</td>
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<td>2.8%</td>
<td>2.7%</td>
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<td>-</td>
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<td>1.9%</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table B8: FY 2018 Program Funding and Trips for Northwest Georgia, DHS Region 1

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<tr>
<td>Title III (Offset)</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>57,572</strong></td>
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<tr>
<td><strong>DCH Medicaid non-emergency medical transportation, 60 and older only</strong></td>
<td>Medicaid funds</td>
<td>29,807</td>
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</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>87,379</strong></td>
<td><strong>$915,289.50</strong></td>
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</table>

Source: Authors’ analysis of administrative data provided by Georgia DHS and DCH
<table>
<thead>
<tr>
<th>County</th>
<th>All Members, Monthly Average</th>
<th>60+ Members, Monthly Average</th>
<th>All Members Accessing NEMT</th>
<th>60+ Members Accessing NEMT</th>
<th>Total Capitation Amount for All Members</th>
<th>Capitation Amount for Members 60+</th>
<th>Number of One-Way Trips for All Members</th>
<th>Number of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bartow</td>
<td>21,335</td>
<td>2,233</td>
<td>435</td>
<td>111</td>
<td>$810,128</td>
<td>$43,488</td>
<td>10,820</td>
<td>2,846</td>
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<tr>
<td>Catoosa</td>
<td>11,216</td>
<td>1,456</td>
<td>167</td>
<td>75</td>
<td>$418,955</td>
<td>$23,080</td>
<td>2,322</td>
<td>1,149</td>
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<tr>
<td>Chattooga</td>
<td>7,117</td>
<td>1,065</td>
<td>179</td>
<td>48</td>
<td>$268,973</td>
<td>$20,511</td>
<td>3,865</td>
<td>618</td>
</tr>
<tr>
<td>Dade</td>
<td>2,805</td>
<td>556</td>
<td>31</td>
<td>11</td>
<td>$99,874</td>
<td>$9,482</td>
<td>750</td>
<td>382</td>
</tr>
<tr>
<td>Fannin</td>
<td>4,938</td>
<td>816</td>
<td>105</td>
<td>54</td>
<td>$178,454</td>
<td>$16,110</td>
<td>2,048</td>
<td>631</td>
</tr>
<tr>
<td>Floyd</td>
<td>23,756</td>
<td>3,003</td>
<td>965</td>
<td>347</td>
<td>$921,575</td>
<td>$68,624</td>
<td>16,123</td>
<td>5,749</td>
</tr>
<tr>
<td>Gilmer</td>
<td>6,053</td>
<td>771</td>
<td>95</td>
<td>37</td>
<td>$233,688</td>
<td>$12,810</td>
<td>2,115</td>
<td>799</td>
</tr>
<tr>
<td>Gordon</td>
<td>13,234</td>
<td>1,544</td>
<td>218</td>
<td>54</td>
<td>$494,264</td>
<td>$29,416</td>
<td>3,555</td>
<td>927</td>
</tr>
<tr>
<td>Haralson</td>
<td>7,382</td>
<td>1,008</td>
<td>256</td>
<td>102</td>
<td>$286,016</td>
<td>$20,998</td>
<td>5,549</td>
<td>1,058</td>
</tr>
<tr>
<td>Murray</td>
<td>10,614</td>
<td>1,323</td>
<td>158</td>
<td>52</td>
<td>$391,640</td>
<td>$20,555</td>
<td>3,265</td>
<td>1,031</td>
</tr>
<tr>
<td>Paulding</td>
<td>23,539</td>
<td>1,675</td>
<td>398</td>
<td>77</td>
<td>$893,610</td>
<td>$30,962</td>
<td>9,178</td>
<td>2,857</td>
</tr>
<tr>
<td>Pickens</td>
<td>5,683</td>
<td>763</td>
<td>110</td>
<td>52</td>
<td>$208,567</td>
<td>$14,784</td>
<td>2,201</td>
<td>852</td>
</tr>
<tr>
<td>Polk</td>
<td>12,306</td>
<td>1,437</td>
<td>498</td>
<td>178</td>
<td>$485,681</td>
<td>$31,458</td>
<td>12,250</td>
<td>3,617</td>
</tr>
<tr>
<td>Walker</td>
<td>14,523</td>
<td>2,172</td>
<td>371</td>
<td>134</td>
<td>$552,575</td>
<td>$42,689</td>
<td>7,184</td>
<td>2,038</td>
</tr>
<tr>
<td>Whitfield</td>
<td>25,465</td>
<td>2,672</td>
<td>487</td>
<td>185</td>
<td>$931,244</td>
<td>$53,925</td>
<td>12,749</td>
<td>5,253</td>
</tr>
<tr>
<td><strong>Regional Total</strong></td>
<td><strong>189,965</strong></td>
<td><strong>22,492</strong></td>
<td><strong>4,473</strong></td>
<td><strong>1,517</strong></td>
<td><strong>$7,175,243</strong></td>
<td><strong>$438,893</strong></td>
<td><strong>93,974</strong></td>
<td><strong>29,807</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
Table B10: Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>Percentage of Monthly Average Members that are 60+</th>
<th>Percentage of Members Accessing NEMT that are 60+</th>
<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bartow</td>
<td>10%</td>
<td>26%</td>
<td>5%</td>
<td>26%</td>
</tr>
<tr>
<td>Catoosa</td>
<td>13%</td>
<td>45%</td>
<td>6%</td>
<td>49%</td>
</tr>
<tr>
<td>Chattooga</td>
<td>15%</td>
<td>27%</td>
<td>8%</td>
<td>16%</td>
</tr>
<tr>
<td>Dade</td>
<td>20%</td>
<td>35%</td>
<td>9%</td>
<td>51%</td>
</tr>
<tr>
<td>Fannin</td>
<td>17%</td>
<td>51%</td>
<td>9%</td>
<td>31%</td>
</tr>
<tr>
<td>Floyd</td>
<td>13%</td>
<td>36%</td>
<td>7%</td>
<td>36%</td>
</tr>
<tr>
<td>Gilmer</td>
<td>13%</td>
<td>39%</td>
<td>5%</td>
<td>38%</td>
</tr>
<tr>
<td>Gordon</td>
<td>12%</td>
<td>25%</td>
<td>6%</td>
<td>26%</td>
</tr>
<tr>
<td>Haralson</td>
<td>14%</td>
<td>40%</td>
<td>7%</td>
<td>19%</td>
</tr>
<tr>
<td>Murray</td>
<td>12%</td>
<td>33%</td>
<td>5%</td>
<td>32%</td>
</tr>
<tr>
<td>Paulding</td>
<td>7%</td>
<td>19%</td>
<td>3%</td>
<td>31%</td>
</tr>
<tr>
<td>Pickens</td>
<td>13%</td>
<td>47%</td>
<td>7%</td>
<td>39%</td>
</tr>
<tr>
<td>Polk</td>
<td>12%</td>
<td>36%</td>
<td>6%</td>
<td>30%</td>
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<tr>
<td>Walker</td>
<td>15%</td>
<td>36%</td>
<td>8%</td>
<td>28%</td>
</tr>
<tr>
<td>Whitfield</td>
<td>10%</td>
<td>38%</td>
<td>6%</td>
<td>41%</td>
</tr>
<tr>
<td><strong>Regional Percentage</strong></td>
<td><strong>12%</strong></td>
<td><strong>34%</strong></td>
<td><strong>6%</strong></td>
<td><strong>32%</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
Table B11: Public Transportation Data for the Regional Transit Providers

<table>
<thead>
<tr>
<th>Name</th>
<th>Mode</th>
<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
<th>Vehicle Revenue Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Rome Transit Dept.</td>
<td>MB</td>
<td>$0.60</td>
<td>0.29</td>
<td>$70.83</td>
<td>34.2</td>
<td>$2.07</td>
<td>$0.45</td>
<td>$685,678</td>
<td>$2,359,818</td>
<td>1,138,769</td>
<td>33,319</td>
<td>499,985</td>
</tr>
<tr>
<td>City of Rome Transit Dept.</td>
<td>DR</td>
<td>$2.25</td>
<td>0.17</td>
<td>$36.13</td>
<td>2.7</td>
<td>$13.58</td>
<td>$2.89</td>
<td>$57,438</td>
<td>$346,681</td>
<td>25,528</td>
<td>9,596</td>
<td>117,256</td>
</tr>
<tr>
<td>City of Cedartown</td>
<td>DR</td>
<td>$0.27</td>
<td>0.02</td>
<td>$37.68</td>
<td>3.0</td>
<td>$12.62</td>
<td>$0.00</td>
<td>$1,381</td>
<td>$64,508</td>
<td>5,113</td>
<td>1,712</td>
<td>19,606</td>
</tr>
<tr>
<td>Haralson County Transit</td>
<td>DR</td>
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<td>0.06</td>
<td>$30.38</td>
<td>1.1</td>
<td>$27.34</td>
<td>$0.00</td>
<td>$9,342</td>
<td>$165,608</td>
<td>6,057</td>
<td>5,451</td>
<td>86,157</td>
</tr>
<tr>
<td>Gordon County Transit</td>
<td>DR</td>
<td>$0.87</td>
<td>0.06</td>
<td>$39.51</td>
<td>2.5</td>
<td>$15.58</td>
<td>$0.00</td>
<td>$11,400</td>
<td>$204,826</td>
<td>13,149</td>
<td>5,184</td>
<td>74,407</td>
</tr>
<tr>
<td>Gilmer County Transit System</td>
<td>DR</td>
<td>$0.61</td>
<td>0.04</td>
<td>$27.19</td>
<td>1.8</td>
<td>$15.30</td>
<td>$0.00</td>
<td>$8,225</td>
<td>$207,429</td>
<td>13,561</td>
<td>7,629</td>
<td>112,370</td>
</tr>
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<td>DR</td>
<td>$0.00</td>
<td>0.00</td>
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<td>$19.36</td>
<td>$0.00</td>
<td>$0</td>
<td>$287,246</td>
<td>14,837</td>
<td>8,742</td>
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</tr>
<tr>
<td>Fannin County</td>
<td>DR</td>
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<td>0.04</td>
<td>$33.04</td>
<td>1.9</td>
<td>$17.00</td>
<td>$0.00</td>
<td>$10,819</td>
<td>$262,824</td>
<td>15,464</td>
<td>7,955</td>
<td>117,943</td>
</tr>
<tr>
<td>Pickens County</td>
<td>DR</td>
<td>$1.17</td>
<td>0.09</td>
<td>$36.37</td>
<td>2.8</td>
<td>$12.87</td>
<td>$0.00</td>
<td>$20,101</td>
<td>$221,950</td>
<td>17,247</td>
<td>6,102</td>
<td>79,480</td>
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<tr>
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<td>0.02</td>
<td>$39.29</td>
<td>2.5</td>
<td>$15.84</td>
<td>$0.00</td>
<td>$5,024</td>
<td>$278,820</td>
<td>17,607</td>
<td>7,096</td>
<td>107,337</td>
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<tr>
<td>Catoosa County</td>
<td>DR</td>
<td>$0.00</td>
<td>0.00</td>
<td>$42.77</td>
<td>1.7</td>
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<td>$0</td>
<td>$590,010</td>
<td>22,882</td>
<td>13,794</td>
<td>181,064</td>
</tr>
<tr>
<td>Walker County</td>
<td>DR</td>
<td>$4.51</td>
<td>0.27</td>
<td>$26.36</td>
<td>1.6</td>
<td>$16.96</td>
<td>$0.00</td>
<td>$141,604</td>
<td>$532,118</td>
<td>31,368</td>
<td>20,189</td>
<td>517,395</td>
</tr>
<tr>
<td>Bartow Transit</td>
<td>DR</td>
<td>$0.66</td>
<td>0.05</td>
<td>$29.11</td>
<td>2.1</td>
<td>$13.74</td>
<td>$0.00</td>
<td>$23,374</td>
<td>$487,019</td>
<td>35,442</td>
<td>16,729</td>
<td>232,600</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$288,708</td>
<td>$3,649,039</td>
<td>218,255</td>
<td>110,179</td>
<td>1,794,968</td>
</tr>
</tbody>
</table>

*Modes: bus mode (MB) and demand-response (DR) services. Note: All bus mode, heavy rail, and demand-response services, where available, were included. Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
Regional Highlights and Barriers

Northwest Georgia Area Agencies on Aging (AAA) staff were surveyed to gather information about facilitators and barriers to transportation access within the region. Services within the region are fairly concentrated within the city of Rome, while areas outside of the city limits have limited services, including sparse public transit.

- **Highlights in service**
  - Paratransit service is robust within the city of Rome.
  - Taxi services offered through coordinated transportation enabled clients to access services in other counties, but the program was discontinued due to cost.

- **Barriers to service access**
  - The most significant provider-reported unmet needs included:
    - Limited public transportation services and hours
    - Recurring specialized transportation needs (e.g., recurring medical treatments like dialysis)
    - Inadequate demand response services
    - Cost of using public transit and affordability issues
    - Availability and/or accessibility of information about services
  - Frail elderly adults were identified as an underserved population, and it was noted that many lack informal support to reach key destinations, such as medical appointments.
  - Transportation across county line was also highlighted as major issue within the region, as most county transit agencies do not cross county lines.
  - This is particularly an issue for medical appointments with specialists, as many counties lack medical specialists, thus residents must travel outside of their county of residence to access treatment.
APPENDIX C: REGIONAL PROFILE FOR GEORGIA MOUNTAINS, DHS REGION 2

The Georgia Mountains region is comprised of 13 counties, as illustrated in Figure C1. In 2016, the 65 and older population living in the region totaled 102,743, 16% of the region’s population. The region will experience a 49% percent change in the 65 and older population between 2016 and 2025, and a 54% increase between 2025 and 2040.

Figure C1: Georgia Mountains Region Counties
### Table C1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banks County</td>
<td>2,970</td>
<td>4,296</td>
<td>5,329</td>
</tr>
<tr>
<td>Dawson County</td>
<td>4,175</td>
<td>6,815</td>
<td>10,072</td>
</tr>
<tr>
<td>Forsyth County</td>
<td>22,626</td>
<td>39,036</td>
<td>81,258</td>
</tr>
<tr>
<td>Franklin County</td>
<td>4,260</td>
<td>5,523</td>
<td>6,490</td>
</tr>
<tr>
<td>Habersham County</td>
<td>7,739</td>
<td>10,985</td>
<td>15,205</td>
</tr>
<tr>
<td>Hall County</td>
<td>25,906</td>
<td>39,890</td>
<td>63,464</td>
</tr>
<tr>
<td>Hart County</td>
<td>5,180</td>
<td>6,694</td>
<td>7,361</td>
</tr>
<tr>
<td>Lumpkin County</td>
<td>4,913</td>
<td>6,748</td>
<td>8,029</td>
</tr>
<tr>
<td>Rabun County</td>
<td>4,160</td>
<td>5,268</td>
<td>5,704</td>
</tr>
<tr>
<td>Stephens County</td>
<td>4,656</td>
<td>6,259</td>
<td>6,727</td>
</tr>
<tr>
<td>Towns County</td>
<td>3,633</td>
<td>4,295</td>
<td>5,433</td>
</tr>
<tr>
<td>Union County</td>
<td>6,896</td>
<td>8,617</td>
<td>9,420</td>
</tr>
<tr>
<td>White County</td>
<td>5,628</td>
<td>8,187</td>
<td>10,311</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>102,742</strong></td>
<td><strong>152,613</strong></td>
<td><strong>234,803</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015

### Table C2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Banks County</td>
<td>14.0%</td>
<td>20.6%</td>
<td>23.4%</td>
</tr>
<tr>
<td>Dawson County</td>
<td>14.0%</td>
<td>20.1%</td>
<td>23.5%</td>
</tr>
<tr>
<td>Forsyth County</td>
<td>15.8%</td>
<td>20.9%</td>
<td>22.9%</td>
</tr>
<tr>
<td>Franklin County</td>
<td>12.1%</td>
<td>17.9%</td>
<td>23.1%</td>
</tr>
<tr>
<td>Habersham County</td>
<td>17.7%</td>
<td>20.6%</td>
<td>23.2%</td>
</tr>
<tr>
<td>Hall County</td>
<td>15.3%</td>
<td>20.6%</td>
<td>23.0%</td>
</tr>
<tr>
<td>Hart County</td>
<td>16.2%</td>
<td>20.5%</td>
<td>23.5%</td>
</tr>
<tr>
<td>Lumpkin County</td>
<td>10.6%</td>
<td>16.5%</td>
<td>23.0%</td>
</tr>
<tr>
<td>Rabun County</td>
<td>14.8%</td>
<td>19.7%</td>
<td>23.7%</td>
</tr>
<tr>
<td>Stephens County</td>
<td>12.5%</td>
<td>17.6%</td>
<td>23.2%</td>
</tr>
<tr>
<td>Towns County</td>
<td>14.4%</td>
<td>20.2%</td>
<td>23.8%</td>
</tr>
<tr>
<td>Union County</td>
<td>12.7%</td>
<td>18.4%</td>
<td>23.8%</td>
</tr>
<tr>
<td>White County</td>
<td>14.7%</td>
<td>19.9%</td>
<td>23.7%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table C3: Population Change by Year and Age Group, Georgia Mountains Region

<table>
<thead>
<tr>
<th>Year</th>
<th>Population Aged 65 to 74</th>
<th>Population Aged 75 to 84</th>
<th>Population Aged 85 and Older</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>110,039</td>
<td>51,026</td>
<td>9,330</td>
</tr>
<tr>
<td>2014</td>
<td>116,142</td>
<td>54,184</td>
<td>9,551</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table C4: Percentage Change by Year and Age Group, Georgia Mountains Region

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table C5: Percentage Change Aged 65 to 74 by County by Year

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table C7: Percentage Change AGED 85 or Older by County by Year

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<td>0.6%</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
### Table C8: FY 2018 Program Funding and Trips for Georgia Mountains, DHS Region 2

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<th>Program</th>
<th>Funding Source</th>
<th>Trips</th>
<th>Expenditures</th>
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<tr>
<td><strong>DHS Coordinated Transportation</strong></td>
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<tr>
<td>5310 Non-Urban/Rural</td>
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<td>5310 UZA</td>
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<tr>
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<td>Title III (Offset)</td>
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<td><strong>DCH Medicaid non-emergency medical transportation, 60 and older only</strong></td>
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Source: Authors’ analysis of administrative data provided by Georgia DHS and DCH
<table>
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<th>County</th>
<th>All Members, Monthly Average</th>
<th>60+ Members, Monthly Average</th>
<th>All Members Accessing NEMT</th>
<th>60+ Members Accessing NEMT</th>
<th>Total Capitation Amount for All Members</th>
<th>Capitation Amount for Members 60+</th>
<th>Number of One-Way Trips for All Members</th>
<th>Number of One-Way Trips for Members 60+</th>
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<td>233</td>
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<tr>
<td><strong>Regional Total</strong></td>
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<td><strong>2,764</strong></td>
<td><strong>1,100</strong></td>
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<td><strong>55,913</strong></td>
<td><strong>22,093</strong></td>
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Source: Authors’ analysis of administrative data provided by DCH
Table C10: Medicaid NEMT Data for FY 2018 by County

<table>
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<tr>
<th>County</th>
<th>Percentage of Monthly Average Members that are 60+</th>
<th>Percentage of Members Accessing NEMT that are 60+</th>
<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
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<tbody>
<tr>
<td>Banks</td>
<td>17%</td>
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<td>8%</td>
<td>72%</td>
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<tr>
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<td>51%</td>
</tr>
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<td>Habersham</td>
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<td>32%</td>
<td>6%</td>
<td>27%</td>
</tr>
<tr>
<td>Hall</td>
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<tr>
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<td>8%</td>
<td>34%</td>
</tr>
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<td>64%</td>
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<tr>
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<td>18%</td>
<td>39%</td>
<td>10%</td>
<td>23%</td>
</tr>
<tr>
<td>Stephens</td>
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<td>28%</td>
<td>9%</td>
<td>25%</td>
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Source: Authors’ analysis of administrative data provided by DCH
Table C11: Public Transportation Data for the Regional Transit Providers

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<th>Name</th>
<th>Mode</th>
<th>*</th>
<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
<th>Passenger Miles</th>
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<td>8,229</td>
<td>0</td>
<td>89,702</td>
</tr>
<tr>
<td>Hall Area Transit</td>
<td>DR</td>
<td></td>
<td>$1.26</td>
<td>0.05</td>
<td>$54.92</td>
<td>2.4</td>
<td>$23.13</td>
<td>$0.00</td>
<td>$33,950</td>
<td>$623,718</td>
<td>26,969</td>
<td>11,356</td>
<td>0</td>
<td>179,372</td>
</tr>
</tbody>
</table>

*Mode: bus mode (MB) and demand-response services (DR). Note: All bus mode, heavy rail, and demand-response services, where available, were included.

Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
Regional Highlights and Barriers

Georgia Mountains AAA staff were surveyed about effective transportation strategies and barriers to transportation access within the region. The Georgia Mountains region is fairly diverse with respect to service availability and access. The region includes relatively well-resourced areas, such as Forsyth County and the city of Gainesville, as well as highly rural areas with very limited access to services.

• Highlights in service
  • Independent Transportation Network Lanier is a successful volunteer program that serves the Gainesville area.
    o The program allows individuals who volunteer to bank credits for future use or toward services for another rider.
    o Services are door-to-door.

• Barriers to service access
  • The most significant provider-reported unmet needs included:
    o Cost of using public transit and affordability issues
    o Availability and/or accessibility of information about services
    o Limited public transportation services and hours
    o Inadequate demand response services.
  • Older adults who live in remote areas were identified as an underserved population.
APPENDIX D: REGIONAL PROFILE FOR ATLANTA, DHS REGION 3

The Atlanta region is comprised of 10 counties, as illustrated in Figure D1. In 2016, the 65 and older population living in the region totaled 443,748, 10% of the region’s population. The region will experience the greatest increase in the 65 and older population, a 77% percent change between 2016 and 2025, and a 61% increase between 2025 and 2040.

Figure D1: Atlanta Region Counties
### Table D1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherokee County</td>
<td>27,445</td>
<td>49,833</td>
<td>91,431</td>
</tr>
<tr>
<td>Clayton County</td>
<td>22,162</td>
<td>39,783</td>
<td>60,107</td>
</tr>
<tr>
<td>Cobb County</td>
<td>77,209</td>
<td>136,230</td>
<td>213,664</td>
</tr>
<tr>
<td>DeKalb County</td>
<td>73,838</td>
<td>122,037</td>
<td>171,921</td>
</tr>
<tr>
<td>Douglas County</td>
<td>14,381</td>
<td>26,348</td>
<td>42,124</td>
</tr>
<tr>
<td>Fayette County</td>
<td>17,519</td>
<td>29,588</td>
<td>41,977</td>
</tr>
<tr>
<td>Fulton County</td>
<td>103,663</td>
<td>173,070</td>
<td>282,752</td>
</tr>
<tr>
<td>Gwinnett County</td>
<td>74,311</td>
<td>150,561</td>
<td>272,256</td>
</tr>
<tr>
<td>Henry County</td>
<td>22,274</td>
<td>39,522</td>
<td>65,544</td>
</tr>
<tr>
<td>Rockdale County</td>
<td>10,946</td>
<td>18,059</td>
<td>23,983</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>443,748</td>
<td>785,032</td>
<td>1,265,761</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015

### Table D2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherokee County</td>
<td>11.9%</td>
<td>16.8%</td>
<td>22.5%</td>
</tr>
<tr>
<td>Clayton County</td>
<td>8.2%</td>
<td>13.6%</td>
<td>19.1%</td>
</tr>
<tr>
<td>Cobb County</td>
<td>10.6%</td>
<td>16.5%</td>
<td>23.0%</td>
</tr>
<tr>
<td>DeKalb County</td>
<td>10.2%</td>
<td>15.6%</td>
<td>20.8%</td>
</tr>
<tr>
<td>Douglas County</td>
<td>10.4%</td>
<td>15.5%</td>
<td>19.5%</td>
</tr>
<tr>
<td>Fayette County</td>
<td>16.0%</td>
<td>24.9%</td>
<td>33.1%</td>
</tr>
<tr>
<td>Fulton County</td>
<td>10.4%</td>
<td>14.5%</td>
<td>19.5%</td>
</tr>
<tr>
<td>Gwinnett County</td>
<td>8.5%</td>
<td>13.9%</td>
<td>19.8%</td>
</tr>
<tr>
<td>Henry County</td>
<td>10.4%</td>
<td>14.9%</td>
<td>19.3%</td>
</tr>
<tr>
<td>Rockdale County</td>
<td>12.5%</td>
<td>17.8%</td>
<td>20.5%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table D3: Population Change by Year and Age Group, Atlanta Regional Commission (ARC) Region

<table>
<thead>
<tr>
<th>Year</th>
<th>Population Aged 65 to 74</th>
<th>Population Aged 75 to 84</th>
<th>Population Aged 85 and Older</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>753,472</td>
<td>349,222</td>
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<tr>
<td>2014</td>
<td>791,713</td>
<td>370,802</td>
<td>45,547</td>
</tr>
<tr>
<td>2015</td>
<td>829,954</td>
<td>392,383</td>
<td>45,572</td>
</tr>
<tr>
<td>2016</td>
<td>868,196</td>
<td>413,964</td>
<td>45,597</td>
</tr>
<tr>
<td>2017</td>
<td>906,437</td>
<td>435,545</td>
<td>45,622</td>
</tr>
<tr>
<td>2018</td>
<td>944,678</td>
<td>457,125</td>
<td>45,647</td>
</tr>
<tr>
<td>2019</td>
<td>980,766</td>
<td>488,466</td>
<td>46,836</td>
</tr>
<tr>
<td>2020</td>
<td>1,016,853</td>
<td>519,807</td>
<td>48,026</td>
</tr>
<tr>
<td>2021</td>
<td>1,052,940</td>
<td>551,148</td>
<td>49,216</td>
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<tr>
<td>2022</td>
<td>1,089,027</td>
<td>582,489</td>
<td>50,406</td>
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<tr>
<td>2023</td>
<td>1,125,114</td>
<td>613,830</td>
<td>51,596</td>
</tr>
<tr>
<td>2024</td>
<td>1,161,805</td>
<td>645,451</td>
<td>54,355</td>
</tr>
<tr>
<td>2025</td>
<td>1,198,496</td>
<td>677,072</td>
<td>57,115</td>
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<td>2030</td>
<td>1,358,494</td>
<td>832,077</td>
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<tr>
<td>2035</td>
<td>1,466,379</td>
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<tr>
<td>2040</td>
<td>1,528,004</td>
<td>1,115,874</td>
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<tr>
<td>2045</td>
<td>1,568,129</td>
<td>1,207,752</td>
<td>161,333</td>
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<td>2050</td>
<td>1,644,457</td>
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<td>190,828</td>
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</table>

Source: Authors' analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table D4: Percentage Change by Year and Age Group, ARC Region

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<tr>
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<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage change 65 to 74</td>
<td>-</td>
<td>5.1%</td>
<td>4.8%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>3.8%</td>
<td>3.7%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>3.3%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>13.3%</td>
<td>7.9%</td>
<td>4.2%</td>
<td>2.6%</td>
<td>4.9%</td>
</tr>
<tr>
<td>Percentage change 75 to 84</td>
<td>-</td>
<td>6.2%</td>
<td>5.8%</td>
<td>5.5%</td>
<td>5.2%</td>
<td>5.0%</td>
<td>6.9%</td>
<td>6.4%</td>
<td>6.0%</td>
<td>5.7%</td>
<td>5.4%</td>
<td>5.2%</td>
<td>4.9%</td>
<td>22.9%</td>
<td>18.1%</td>
<td>13.5%</td>
<td>8.2%</td>
<td>4.7%</td>
</tr>
<tr>
<td>Percentage change 85 or older</td>
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<td>24.1%</td>
<td>18.3%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table D5: Percentage Change Aged 65 to 74 by County by Year

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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherokee</td>
<td>-</td>
<td>6.4%</td>
<td>6.0%</td>
<td>5.7%</td>
<td>5.3%</td>
<td>5.1%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>4.0%</td>
<td>3.9%</td>
<td>5.5%</td>
<td>5.2%</td>
<td>24.3%</td>
<td>18.5%</td>
<td>12.7%</td>
<td>7.6%</td>
<td>8.1%</td>
</tr>
<tr>
<td>Clayton</td>
<td>-</td>
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<td>7.0%</td>
<td>6.5%</td>
<td>6.1%</td>
<td>5.8%</td>
<td>5.9%</td>
<td>5.6%</td>
<td>5.3%</td>
<td>5.0%</td>
<td>4.8%</td>
<td>3.8%</td>
<td>3.7%</td>
<td>15.3%</td>
<td>8.1%</td>
<td>2.6%</td>
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<td>2.4%</td>
</tr>
<tr>
<td>Cobb</td>
<td>-</td>
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<td>6.5%</td>
<td>6.1%</td>
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<td>5.5%</td>
<td>4.9%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>4.1%</td>
<td>4.1%</td>
<td>3.9%</td>
<td>16.4%</td>
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<td>5.3%</td>
<td>2.5%</td>
<td>2.7%</td>
</tr>
<tr>
<td>DeKalb</td>
<td>-</td>
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<td>6.9%</td>
<td>6.5%</td>
<td>6.1%</td>
<td>5.7%</td>
<td>4.3%</td>
<td>4.1%</td>
<td>3.9%</td>
<td>3.8%</td>
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<td>4.5%</td>
</tr>
<tr>
<td>Douglas</td>
<td>-</td>
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<td>5.5%</td>
<td>5.2%</td>
<td>5.0%</td>
<td>4.8%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>4.0%</td>
<td>4.1%</td>
<td>3.9%</td>
<td>17.3%</td>
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</tr>
<tr>
<td>Fayette</td>
<td>-</td>
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<td>5.0%</td>
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<td>4.4%</td>
<td>4.5%</td>
<td>4.3%</td>
<td>4.1%</td>
<td>3.9%</td>
<td>3.8%</td>
<td>3.6%</td>
<td>3.4%</td>
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<td>-8.2%</td>
<td>-4.7%</td>
</tr>
<tr>
<td>Fulton</td>
<td>-</td>
<td>6.6%</td>
<td>6.2%</td>
<td>5.9%</td>
<td>5.5%</td>
<td>5.2%</td>
<td>5.0%</td>
<td>4.8%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>4.2%</td>
<td>4.0%</td>
<td>18.0%</td>
<td>12.9%</td>
<td>9.1%</td>
<td>7.2%</td>
<td>9.5%</td>
</tr>
<tr>
<td>Gwinnett</td>
<td>-</td>
<td>8.4%</td>
<td>7.8%</td>
<td>7.2%</td>
<td>6.7%</td>
<td>6.3%</td>
<td>6.7%</td>
<td>6.2%</td>
<td>5.9%</td>
<td>5.6%</td>
<td>5.3%</td>
<td>5.6%</td>
<td>5.3%</td>
<td>23.3%</td>
<td>14.9%</td>
<td>9.4%</td>
<td>5.8%</td>
<td>5.6%</td>
</tr>
<tr>
<td>Henry</td>
<td>-</td>
<td>5.8%</td>
<td>5.5%</td>
<td>5.2%</td>
<td>4.9%</td>
<td>4.7%</td>
<td>4.7%</td>
<td>4.5%</td>
<td>4.3%</td>
<td>4.2%</td>
<td>4.0%</td>
<td>4.8%</td>
<td>4.6%</td>
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</tr>
<tr>
<td>Rockdale</td>
<td>-</td>
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<td>5.8%</td>
<td>5.5%</td>
<td>5.2%</td>
<td>4.9%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>3.1%</td>
<td>2.0%</td>
<td>2.0%</td>
<td>7.9%</td>
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<td>1.8%</td>
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<td>4.4%</td>
</tr>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
### Table D6: Percentage Change Aged 75 to 84 by County by Year

<table>
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<th></th>
<th></th>
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<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherokee</td>
<td>-</td>
<td>9.0%</td>
<td>8.2%</td>
<td>7.6%</td>
<td>7.1%</td>
<td>6.6%</td>
<td>10.9%</td>
<td>9.8%</td>
<td>9.0%</td>
<td>8.2%</td>
<td>7.6%</td>
<td>6.4%</td>
<td>6.0%</td>
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<td>18.9%</td>
<td>13.4%</td>
</tr>
<tr>
<td>Clayton</td>
<td>-</td>
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<td>6.1%</td>
<td>5.8%</td>
<td>5.5%</td>
<td>5.2%</td>
<td>7.8%</td>
<td>7.3%</td>
<td>6.8%</td>
<td>6.3%</td>
<td>6.0%</td>
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<td>23.8%</td>
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<td>7.4%</td>
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</tr>
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<td>-</td>
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<td>6.4%</td>
<td>6.0%</td>
<td>5.7%</td>
<td>5.4%</td>
<td>8.9%</td>
<td>8.2%</td>
<td>7.6%</td>
<td>7.0%</td>
<td>6.6%</td>
<td>6.8%</td>
<td>6.4%</td>
<td>29.4%</td>
<td>22.1%</td>
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<td>5.0%</td>
</tr>
<tr>
<td>DeKalb</td>
<td>-</td>
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<td>4.4%</td>
<td>4.3%</td>
<td>4.1%</td>
<td>3.9%</td>
<td>7.4%</td>
<td>6.9%</td>
<td>6.4%</td>
<td>6.1%</td>
<td>5.7%</td>
<td>7.3%</td>
<td>6.8%</td>
<td>28.9%</td>
<td>16.8%</td>
<td>9.6%</td>
<td>5.8%</td>
<td>3.7%</td>
</tr>
<tr>
<td>Douglas</td>
<td>-</td>
<td>10.9%</td>
<td>9.8%</td>
<td>8.9%</td>
<td>8.2%</td>
<td>7.6%</td>
<td>9.2%</td>
<td>8.4%</td>
<td>7.8%</td>
<td>7.2%</td>
<td>6.7%</td>
<td>5.9%</td>
<td>5.6%</td>
<td>26.4%</td>
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<td>15.5%</td>
<td>10.6%</td>
<td>6.3%</td>
</tr>
<tr>
<td>Fayette</td>
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<td>6.2%</td>
<td>8.8%</td>
<td>8.1%</td>
<td>7.5%</td>
<td>6.9%</td>
<td>6.5%</td>
<td>5.3%</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table D8: FY 2018 Program Funding and Trips for Region 3A, DeKalb and Fulton Counties

<table>
<thead>
<tr>
<th>Program</th>
<th>Funding Source</th>
<th>Trips</th>
<th>Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>DHS Coordinated Transportation</td>
<td>5310 Large UZA</td>
<td>21,388</td>
<td>$329,230.95</td>
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<td>SSBG Fed</td>
<td>7,917</td>
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<td>SSBG match</td>
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<td>12,923</td>
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<td>Title III State</td>
<td>760</td>
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Source: Authors’ analysis of administrative data provided by Georgia DHS, DCH, and ARC AAA
### Table D9: FY 2018 Program Funding and Trips for Region 3B, Clayton, Henry, and Fayette Counties

<table>
<thead>
<tr>
<th>Program</th>
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<th>Trips</th>
<th>Expenditures</th>
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</thead>
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<td>1,730</td>
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Source: Authors' analysis of administrative data provided by Georgia DHS, DCH, and ARC AAA
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<th>Program</th>
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<th>Trips</th>
<th>FY 2018 Expenditures</th>
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<td><strong>Total</strong></td>
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Transportation services provided outside of the Coordinated Transportation System

<table>
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<th>Trips</th>
<th>FY 2018 Expenditures</th>
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<td>Multiple funding sources, which may include the same as those listed above</td>
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DCH Medicaid non-emergency medical transportation, 60 and older only

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<th>Trips</th>
<th>FY 2018 Expenditures</th>
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<td>Medicaid funds</td>
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**Grand Total**

|                  | 59,034 | $467,828.39 |

Source: Authors’ analysis of administrative data provided by Georgia DHS, DCH, and ARC AAA
Table D11: FY 2018 Program Funding and Trips for Region 3B, Gwinnett County

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<th>Trips</th>
<th>Expenditures</th>
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<td>Title III Match</td>
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<td>Other – Aging Revenue</td>
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<td>DHS transportation (not part of Coordinated Transportation System)</td>
<td>Multiple funding sources, which may include the same as those listed above</td>
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<td><strong>$1,334,741.45</strong></td>
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Source: Authors’ analysis of administrative data provided by Georgia DHS, DCH, and ARC AAA
Table D12: FY 2018 Program Funding and Trips for Rockdale County

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<th>Funding Source</th>
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<th>Expenditures</th>
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<td>Multiple funding sources, which may include the same as those listed above</td>
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Source: Authors’ analysis of administrative data provided by Georgia DCH, and ARC AAA
Table D13, Medicaid NEMT Data for FY 2018 by County

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<th>County</th>
<th>All Members, Monthly Average</th>
<th>60 and Older Members, Monthly Average</th>
<th>All Members Accessing NEMT</th>
<th>60 and Older Members Accessing NEMT</th>
<th>Total Capitation Amount for All Members</th>
<th>Total Capitation Amount for Members 60 and Older</th>
<th>Number of One-Way Trips for All Members</th>
<th>Number of One-Way Trips for Members 60 and Older</th>
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<td>Cherokee</td>
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<td>7,481</td>
<td>1,928</td>
<td>$8,304,310</td>
<td>$555,249</td>
<td>275,802</td>
<td>141,942</td>
</tr>
<tr>
<td>Douglas</td>
<td>30,176</td>
<td>2,208</td>
<td>865</td>
<td>184</td>
<td>$1,195,925</td>
<td>$47,967</td>
<td>19,324</td>
<td>6,509</td>
</tr>
<tr>
<td>Fayette</td>
<td>10,108</td>
<td>1,052</td>
<td>269</td>
<td>82</td>
<td>$480,571</td>
<td>$34,313</td>
<td>6,290</td>
<td>1,960</td>
</tr>
<tr>
<td>Fulton</td>
<td>178,009</td>
<td>21,204</td>
<td>11,272</td>
<td>3,060</td>
<td>$9,692,717</td>
<td>$775,230</td>
<td>285,440</td>
<td>141,329</td>
</tr>
<tr>
<td>Gwinnett</td>
<td>154,268</td>
<td>12,397</td>
<td>2,993</td>
<td>1,020</td>
<td>$8,006,166</td>
<td>$466,209</td>
<td>138,103</td>
<td>97,485</td>
</tr>
<tr>
<td>Henry</td>
<td>41,718</td>
<td>3,285</td>
<td>1,117</td>
<td>231</td>
<td>$2,003,012</td>
<td>$87,513</td>
<td>23,427</td>
<td>7,352</td>
</tr>
<tr>
<td>Rockdale</td>
<td>22,035</td>
<td>1,699</td>
<td>770</td>
<td>177</td>
<td>$1,113,274</td>
<td>$50,118</td>
<td>16,353</td>
<td>5,151</td>
</tr>
<tr>
<td><strong>Regional Total</strong></td>
<td><strong>804,393</strong></td>
<td><strong>79,038</strong></td>
<td><strong>32,121</strong></td>
<td><strong>8,182</strong></td>
<td><strong>$40,120,418</strong></td>
<td><strong>$2,482,814</strong></td>
<td><strong>922,976</strong></td>
<td><strong>452,077</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
### Table D14, Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>Percentage of Monthly Average Members that are 60+</th>
<th>Percentage of Members Accessing NEMT that are 60+</th>
<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cherokee</td>
<td>8%</td>
<td>27%</td>
<td>4%</td>
<td>28%</td>
</tr>
<tr>
<td>Clayton</td>
<td>7%</td>
<td>15%</td>
<td>4%</td>
<td>23%</td>
</tr>
<tr>
<td>Cobb</td>
<td>9%</td>
<td>28%</td>
<td>6%</td>
<td>41%</td>
</tr>
<tr>
<td>DeKalb</td>
<td>13%</td>
<td>26%</td>
<td>7%</td>
<td>51%</td>
</tr>
<tr>
<td>Douglas</td>
<td>7%</td>
<td>21%</td>
<td>4%</td>
<td>34%</td>
</tr>
<tr>
<td>Fayette</td>
<td>10%</td>
<td>30%</td>
<td>7%</td>
<td>31%</td>
</tr>
<tr>
<td>Fulton</td>
<td>12%</td>
<td>27%</td>
<td>8%</td>
<td>50%</td>
</tr>
<tr>
<td>Gwinnett</td>
<td>8%</td>
<td>34%</td>
<td>6%</td>
<td>71%</td>
</tr>
<tr>
<td>Henry</td>
<td>8%</td>
<td>21%</td>
<td>4%</td>
<td>31%</td>
</tr>
<tr>
<td>Rockdale</td>
<td>8%</td>
<td>23%</td>
<td>5%</td>
<td>31%</td>
</tr>
<tr>
<td><strong>Regional Percentage</strong></td>
<td><strong>10%</strong></td>
<td><strong>25%</strong></td>
<td><strong>6%</strong></td>
<td><strong>49%</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
Table D15, Public Transportation Data for the Regional Transit Providers

<table>
<thead>
<tr>
<th>Name</th>
<th>Mode *</th>
<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
<th>Vehicle Revenue Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metropolitan Atlanta Rapid Transit Authority</td>
<td>MB</td>
<td>$0.99</td>
<td>$114.49</td>
<td>29.8</td>
<td>$3.85</td>
<td>$0.90</td>
<td>$60,389,027</td>
<td>$233,867,356</td>
<td>60,779,104</td>
<td>2,042,743</td>
<td>25,181,058</td>
<td></td>
</tr>
<tr>
<td>Cobb County Department of Transportation</td>
<td>MB</td>
<td>$1.87</td>
<td>$85.32</td>
<td>16.5</td>
<td>$5.17</td>
<td>$1.01</td>
<td>$4,579,421</td>
<td>$12,691,899</td>
<td>2,453,365</td>
<td>148,764</td>
<td>2,354,049</td>
<td></td>
</tr>
<tr>
<td>Gwinnett County Board of Commissioners</td>
<td>MB</td>
<td>$0.77</td>
<td>$99.14</td>
<td>14.1</td>
<td>$7.03</td>
<td>$0.88</td>
<td>$769,701</td>
<td>$6,988,680</td>
<td>994,633</td>
<td>70,496</td>
<td>1,265,452</td>
<td></td>
</tr>
<tr>
<td>Cherokee County Board of Commissioners</td>
<td>DR</td>
<td>$0.76</td>
<td>$42.54</td>
<td>7.6</td>
<td>$5.57</td>
<td>$0.00</td>
<td>$21,596</td>
<td>$157,559</td>
<td>28,275</td>
<td>3,704</td>
<td>62,027</td>
<td></td>
</tr>
<tr>
<td>Center for Pan Asian Community Services, Inc.</td>
<td>MB</td>
<td>$1.10</td>
<td>$162.47</td>
<td>4.8</td>
<td>$33.66</td>
<td>$0.00</td>
<td>$4,035</td>
<td>$122,986</td>
<td>3,654</td>
<td>757</td>
<td>13,266</td>
<td></td>
</tr>
<tr>
<td>Metropolitan Atlanta Rapid Transit Authority</td>
<td>Heavy Rail</td>
<td>$1.05</td>
<td>$270.08</td>
<td>85.8</td>
<td>$3.15</td>
<td>$0.47</td>
<td>$75,717,593</td>
<td>$226,438,652</td>
<td>71,945,326</td>
<td>838,398</td>
<td>22,267,826</td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$141,481,373</td>
<td>$480,267,132</td>
<td>136,204,357</td>
<td>3,104,862</td>
<td>51,143,678</td>
</tr>
</tbody>
</table>

*Modes: Bus mode (MB) and demand-response services (DR). Note: All bus mode, heavy rail, and demand-response services, where available, were included.
Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
Regional Highlights and Barriers

AAA staff at ARC were surveyed regarding existing transportation strategies and programs that are working well, as well as barriers to access within the region. ARC has the most programs operating outside of the DHS Coordinated Transportation System compared to other regions of the state, all of which operate within specific counties. These programs supplement the DHS Coordinated Transportation System services and public transit services available in the region, and vary in the types of services offered.

- Highlights in service
  - The following six programs operated in state FY 2018 in addition to services provided through DHS Coordinated Transportation System:
    - Fayette Senior Services Voucher Transportation Program
    - Center for Pan Asian Community Services New Freedom Grant (fixed- and flex- route services in DeKalb County)
    - Douglas County Board of Commissioners' multi-modal transportation service
    - Gwinnett County Senior Services Get in Gear Transportation Voucher Program
    - Rockdale County Senior Services Transportation Voucher Program
    - Fulton County Transportation Services – Common Courtesy Demonstration (ride-share demonstration program)

- Barriers to service access
  - The most significant provider-reported unmet needs included
    - Excessive ride times and wait times for round-trips
    - Inadequate demand response services
    - Recurring specialized transportation needs (e.g., for recurring medical treatments like dialysis)
    - Limited public transportation service and hours
  - Inadequate demand response services emerged as a particularly salient unmet need, with the following reported:
    - The region lacks the provider capacity to meet demand.
    - Staff receive complaints most often about service times, frequency, and scheduling of demand response services.
APPENDIX E: REGIONAL PROFILE FOR THREE RIVERS, DHS REGION 4

The Three Rivers region is comprised of 10 counties, as illustrated in Figure E1. In 2016, the 65 and older population living in the region totaled 70,078, 14% of the region’s population. The region will experience an increase in the 65 and older population, a 56% percent change between 2016 and 2025, and a 41% increase between 2025 and 2040.

Figure E1: Three Rivers Region Counties
Table E1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Butts County</td>
<td>3,381</td>
<td>5,143</td>
<td>7,086</td>
</tr>
<tr>
<td>Carroll County</td>
<td>14,106</td>
<td>23,262</td>
<td>33,536</td>
</tr>
<tr>
<td>Coweta County</td>
<td>16,953</td>
<td>29,407</td>
<td>49,653</td>
</tr>
<tr>
<td>Heard County</td>
<td>1,770</td>
<td>2,794</td>
<td>3,189</td>
</tr>
<tr>
<td>Lamar County</td>
<td>2,893</td>
<td>3,566</td>
<td>4,255</td>
</tr>
<tr>
<td>Meriwether County</td>
<td>3,921</td>
<td>5,368</td>
<td>5,367</td>
</tr>
<tr>
<td>Pike County</td>
<td>2,569</td>
<td>4,287</td>
<td>6,898</td>
</tr>
<tr>
<td>Spalding County</td>
<td>10,369</td>
<td>14,770</td>
<td>18,056</td>
</tr>
<tr>
<td>Troup County</td>
<td>9,496</td>
<td>14,568</td>
<td>18,875</td>
</tr>
<tr>
<td>Upson County</td>
<td>4,619</td>
<td>6,208</td>
<td>7,026</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>70,078</td>
<td>109,373</td>
<td>153,941</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015

Table E2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Butts County</td>
<td>19.6%</td>
<td>30.0%</td>
<td>35.7%</td>
</tr>
<tr>
<td>Carroll County</td>
<td>25.5%</td>
<td>31.9%</td>
<td>35.3%</td>
</tr>
<tr>
<td>Coweta County</td>
<td>26.0%</td>
<td>33.8%</td>
<td>35.7%</td>
</tr>
<tr>
<td>Heard County</td>
<td>25.6%</td>
<td>34.2%</td>
<td>37.3%</td>
</tr>
<tr>
<td>Lamar County</td>
<td>25.4%</td>
<td>34.2%</td>
<td>34.1%</td>
</tr>
<tr>
<td>Meriwether County</td>
<td>20.5%</td>
<td>31.1%</td>
<td>37.1%</td>
</tr>
<tr>
<td>Pike County</td>
<td>31.3%</td>
<td>37.1%</td>
<td>38.7%</td>
</tr>
<tr>
<td>Spalding County</td>
<td>16.9%</td>
<td>25.7%</td>
<td>35.7%</td>
</tr>
<tr>
<td>Troup County</td>
<td>20.2%</td>
<td>29.8%</td>
<td>34.8%</td>
</tr>
<tr>
<td>Upson County</td>
<td>33.1%</td>
<td>35.4%</td>
<td>36.4%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table E3: Population Change by Year and Age Group, Three Rivers Region

<table>
<thead>
<tr>
<th></th>
<th>Population Aged 65 to 74</th>
<th>Population Aged 75 to 84</th>
<th>Population Aged 85 and Older</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>19,923</td>
<td>10,029</td>
<td>6,843</td>
</tr>
<tr>
<td>2014</td>
<td>20,536</td>
<td>10,589</td>
<td>6,924</td>
</tr>
<tr>
<td>2015</td>
<td>21,148</td>
<td>11,150</td>
<td>7,006</td>
</tr>
<tr>
<td>2016</td>
<td>21,761</td>
<td>11,710</td>
<td>7,087</td>
</tr>
<tr>
<td>2017</td>
<td>22,373</td>
<td>12,271</td>
<td>7,169</td>
</tr>
<tr>
<td>2018</td>
<td>22,986</td>
<td>12,831</td>
<td>7,250</td>
</tr>
<tr>
<td>2019</td>
<td>23,527</td>
<td>13,493</td>
<td>7,538</td>
</tr>
<tr>
<td>2020</td>
<td>24,067</td>
<td>14,155</td>
<td>7,825</td>
</tr>
<tr>
<td>2021</td>
<td>24,608</td>
<td>14,817</td>
<td>8,112</td>
</tr>
<tr>
<td>2022</td>
<td>25,149</td>
<td>15,479</td>
<td>8,400</td>
</tr>
<tr>
<td>2023</td>
<td>25,690</td>
<td>16,141</td>
<td>8,687</td>
</tr>
<tr>
<td>2024</td>
<td>26,245</td>
<td>16,656</td>
<td>9,209</td>
</tr>
<tr>
<td>2025</td>
<td>26,800</td>
<td>17,171</td>
<td>9,730</td>
</tr>
<tr>
<td>2030</td>
<td>28,917</td>
<td>19,635</td>
<td>12,685</td>
</tr>
<tr>
<td>2035</td>
<td>29,501</td>
<td>21,929</td>
<td>16,034</td>
</tr>
<tr>
<td>2040</td>
<td>28,797</td>
<td>23,723</td>
<td>19,378</td>
</tr>
<tr>
<td>2045</td>
<td>27,707</td>
<td>24,358</td>
<td>22,957</td>
</tr>
<tr>
<td>2050</td>
<td>27,552</td>
<td>23,972</td>
<td>26,109</td>
</tr>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table E4: Percentage Change by Year and Age Group, Three Rivers Region

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Percentage change 65 to 74</td>
<td>-</td>
<td>3.1%</td>
<td>3.0%</td>
<td>2.9%</td>
<td>2.8%</td>
<td>2.7%</td>
<td>2.4%</td>
<td>2.3%</td>
<td>2.2%</td>
<td>2.2%</td>
<td>2.2%</td>
<td>2.1%</td>
<td>7.9%</td>
<td>2.0%</td>
<td>-2.4%</td>
<td>-3.8%</td>
<td>-0.6%</td>
</tr>
<tr>
<td>Percentage change 75 to 84</td>
<td>-</td>
<td>5.6%</td>
<td>5.3%</td>
<td>5.0%</td>
<td>4.8%</td>
<td>4.6%</td>
<td>4.9%</td>
<td>4.7%</td>
<td>4.5%</td>
<td>4.3%</td>
<td>3.2%</td>
<td>14.3%</td>
<td>11.7%</td>
<td>8.2%</td>
<td>8.2%</td>
<td>-1.6%</td>
<td></td>
</tr>
<tr>
<td>Percentage change 85 or older</td>
<td>-</td>
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<td>1.2%</td>
<td>1.2%</td>
<td>1.1%</td>
<td>1.1%</td>
<td>4.0%</td>
<td>3.8%</td>
<td>3.7%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>6.0%</td>
<td>5.7%</td>
<td>30.4%</td>
<td>26.4%</td>
<td>20.9%</td>
<td>18.5%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table E5: Percentage Change Aged 65 to 74 by County by Year

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Butts</td>
<td>-</td>
<td>3.6%</td>
<td>3.4%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>3.1%</td>
<td>2.6%</td>
<td>2.5%</td>
<td>2.5%</td>
<td>2.4%</td>
<td>2.4%</td>
<td>3.4%</td>
<td>3.2%</td>
<td>13.7%</td>
<td>6.3%</td>
<td>0.2%</td>
<td>0.4%</td>
<td>3.8%</td>
</tr>
<tr>
<td>Carroll</td>
<td>-</td>
<td>4.7%</td>
<td>4.5%</td>
<td>4.3%</td>
<td>4.1%</td>
<td>4.0%</td>
<td>3.8%</td>
<td>3.7%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>3.1%</td>
<td>12.4%</td>
<td>6.1%</td>
<td>2.3%</td>
<td>1.2%</td>
<td>5.0%</td>
</tr>
<tr>
<td>Coweta</td>
<td>-</td>
<td>5.3%</td>
<td>5.0%</td>
<td>4.8%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>4.0%</td>
<td>3.9%</td>
<td>4.8%</td>
<td>4.6%</td>
<td>21.0%</td>
<td>14.8%</td>
<td>8.1%</td>
<td>4.6%</td>
<td>7.0%</td>
</tr>
<tr>
<td>Heard</td>
<td>-</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>4.0%</td>
<td>3.9%</td>
<td>2.1%</td>
<td>2.1%</td>
<td>2.0%</td>
<td>2.0%</td>
<td>2.1%</td>
<td>1.1%</td>
<td>1.1%</td>
<td>3.4%</td>
<td>-2.0%</td>
<td>-7.7%</td>
<td>-12.4%</td>
<td>-11.5%</td>
</tr>
<tr>
<td>Lamar</td>
<td>-</td>
<td>1.2%</td>
<td>1.2%</td>
<td>1.2%</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table E6: Percentage Change Aged 75 to 84 by County by Year

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Source: Authors’ analysis of population projections from the Governor's Office of Planning and Budget, Series 2015
Table E7: Percentage Change Aged 85 or Older by County by Year

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table E8: FY 2018 Program Funding and Trips for Three Rivers, DHS Region 4

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Source: Authors’ analysis of administrative data provided by DCH
Table E10: Medicaid NEMT Data for FY 2018 by County

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<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
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<tr>
<td>Coweta</td>
<td>10%</td>
<td>21%</td>
<td>5%</td>
<td>25%</td>
</tr>
<tr>
<td>Heard</td>
<td>16%</td>
<td>45%</td>
<td>8%</td>
<td>31%</td>
</tr>
<tr>
<td>Lamar</td>
<td>15%</td>
<td>26%</td>
<td>8%</td>
<td>16%</td>
</tr>
<tr>
<td>Meriwether</td>
<td>18%</td>
<td>33%</td>
<td>10%</td>
<td>36%</td>
</tr>
<tr>
<td>Pike</td>
<td>12%</td>
<td>36%</td>
<td>6%</td>
<td>17%</td>
</tr>
<tr>
<td>Spalding</td>
<td>12%</td>
<td>23%</td>
<td>7%</td>
<td>28%</td>
</tr>
<tr>
<td>Troup</td>
<td>12%</td>
<td>25%</td>
<td>7%</td>
<td>28%</td>
</tr>
<tr>
<td>Upson</td>
<td>16%</td>
<td>22%</td>
<td>9%</td>
<td>15%</td>
</tr>
<tr>
<td><strong>Regional Percentage</strong></td>
<td><strong>12%</strong></td>
<td><strong>26%</strong></td>
<td><strong>7%</strong></td>
<td><strong>26%</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
Table E11: Public Transportation Data for the Regional Transit Providers

<table>
<thead>
<tr>
<th>Name</th>
<th>Mode</th>
<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
<th>Vehicle Revenue Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heard County Transit</td>
<td>DR</td>
<td>$0.89</td>
<td>$29.56</td>
<td>0.03</td>
<td>1.0</td>
<td>$29.70</td>
<td>$0.00</td>
<td>$4,193</td>
<td>$139,398</td>
<td>4,694</td>
<td>4,715</td>
<td>66,201</td>
</tr>
<tr>
<td>Troup County Transit</td>
<td>DR</td>
<td>$0.05</td>
<td>$25.94</td>
<td>0.01</td>
<td>3.9</td>
<td>$6.63</td>
<td>$0.00</td>
<td>$1,416</td>
<td>$183,864</td>
<td>27,745</td>
<td>7,087</td>
<td>121,255</td>
</tr>
<tr>
<td>Coweta County</td>
<td>DR</td>
<td>$0.76</td>
<td>$30.39</td>
<td>0.07</td>
<td>2.9</td>
<td>$10.56</td>
<td>$0.00</td>
<td>$26,802</td>
<td>$371,726</td>
<td>35,203</td>
<td>12,232</td>
<td>213,803</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$32,411</td>
<td>$694,988</td>
<td>67,642</td>
<td>24,034</td>
<td>401,259</td>
</tr>
</tbody>
</table>

*Modes: Bus mode (MB) and demand-response services (DR). Note: All bus mode, heavy rail, and demand-response services, where available, were included. Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
Regional Highlights and Barriers

Three Rivers AAA staff were surveyed to gain insight into transportation successes and barriers within the region. The region is largely rural, with much of the county transit coordinated through the regional commission. The region previously operated a successful voucher program through the Coordinated Transportation System, and plans to offer a similar program in FY 2019.

- **Highlights in service**
  - Plan to restart voucher program in FY 2019
    - Major focus on out-of-county medical trips and after-hours trips
    - Out-of-county trips are a significant unmet need in the region, as medical providers are sparse in many counties

- **Barriers to service access**
  - The most significant provider-reported unmet needs included
    - Recurring specialized transportation needs (e.g., recurring medical treatments like dialysis)
    - Limited public transportation services and hours
    - Inadequate demand response services
    - Excessive ride time for round-trips
    - Excessive wait time for round-trips

- The staff within the region would like to explore volunteer driver programs to help address the issue of cross-country transportation.
The Northeast Georgia region is comprised of 12 counties, as illustrated in Figure F1. In 2016, the 65 and older population living in the region totaled 76,447, 13% of the region’s population. The region will experience an increase in the 65 and older population, a 59% percent change between 2016 and 2025, and a 11% increase between 2025 and 2040.
Table F1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barrow County</td>
<td>8,141</td>
<td>16,632</td>
<td>32,226</td>
</tr>
<tr>
<td>Clarke County</td>
<td>11,838</td>
<td>13,920</td>
<td>14,900</td>
</tr>
<tr>
<td>Elbert County</td>
<td>3,665</td>
<td>4,669</td>
<td>4,911</td>
</tr>
<tr>
<td>Greene County</td>
<td>4,299</td>
<td>5,674</td>
<td>5,811</td>
</tr>
<tr>
<td>Jackson County</td>
<td>8,388</td>
<td>14,799</td>
<td>24,569</td>
</tr>
<tr>
<td>Jasper County</td>
<td>2,076</td>
<td>3,210</td>
<td>4,015</td>
</tr>
<tr>
<td>McIntosh County</td>
<td>2,816</td>
<td>3,975</td>
<td>3,954</td>
</tr>
<tr>
<td>Morgan County</td>
<td>3,248</td>
<td>4,941</td>
<td>6,600</td>
</tr>
<tr>
<td>Newton County</td>
<td>12,260</td>
<td>20,180</td>
<td>31,641</td>
</tr>
<tr>
<td>Oconee County</td>
<td>4,735</td>
<td>8,577</td>
<td>14,923</td>
</tr>
<tr>
<td>Oglethorpe County</td>
<td>2,565</td>
<td>3,661</td>
<td>4,515</td>
</tr>
<tr>
<td>Walton County</td>
<td>12,416</td>
<td>21,455</td>
<td>36,057</td>
</tr>
<tr>
<td>Total</td>
<td>76,447</td>
<td>121,693</td>
<td>184,122</td>
</tr>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015

Table F2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016 %</th>
<th>2025 %</th>
<th>2040 %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barrow County</td>
<td>16.3%</td>
<td>21.8%</td>
<td>25.2%</td>
</tr>
<tr>
<td>Clarke County</td>
<td>17.3%</td>
<td>21.7%</td>
<td>25.0%</td>
</tr>
<tr>
<td>Elbert County</td>
<td>14.8%</td>
<td>21.1%</td>
<td>25.5%</td>
</tr>
<tr>
<td>Greene County</td>
<td>17.4%</td>
<td>23.0%</td>
<td>25.8%</td>
</tr>
<tr>
<td>Jackson County</td>
<td>15.6%</td>
<td>22.1%</td>
<td>25.2%</td>
</tr>
<tr>
<td>Jasper County</td>
<td>18.3%</td>
<td>22.8%</td>
<td>25.3%</td>
</tr>
<tr>
<td>McIntosh County</td>
<td>16.0%</td>
<td>21.0%</td>
<td>25.8%</td>
</tr>
<tr>
<td>Morgan County</td>
<td>16.2%</td>
<td>21.5%</td>
<td>25.5%</td>
</tr>
<tr>
<td>Newton County</td>
<td>13.5%</td>
<td>19.4%</td>
<td>25.1%</td>
</tr>
<tr>
<td>Oconee County</td>
<td>16.9%</td>
<td>22.7%</td>
<td>25.5%</td>
</tr>
<tr>
<td>Oglethorpe County</td>
<td>15.3%</td>
<td>19.8%</td>
<td>25.8%</td>
</tr>
<tr>
<td>Walton County</td>
<td>15.8%</td>
<td>20.7%</td>
<td>25.3%</td>
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</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table F3: Population Change by Year and Age Group, Northeast Georgia Region

<table>
<thead>
<tr>
<th>Year</th>
<th>Population Aged 65 to 74</th>
<th>Population Aged 75 to 84</th>
<th>Population Aged 85 and Older</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>40,687</td>
<td>18,934</td>
<td>7,583</td>
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<tr>
<td>2014</td>
<td>42,702</td>
<td>20,269</td>
<td>7,653</td>
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<tr>
<td>2015</td>
<td>44,717</td>
<td>21,603</td>
<td>7,722</td>
</tr>
<tr>
<td>2016</td>
<td>46,731</td>
<td>22,937</td>
<td>7,792</td>
</tr>
<tr>
<td>2017</td>
<td>48,746</td>
<td>24,272</td>
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<tr>
<td>2018</td>
<td>50,761</td>
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<tr>
<td>2019</td>
<td>52,829</td>
<td>27,331</td>
<td>8,230</td>
</tr>
<tr>
<td>2020</td>
<td>54,898</td>
<td>29,056</td>
<td>8,529</td>
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<tr>
<td>2021</td>
<td>56,967</td>
<td>30,781</td>
<td>8,827</td>
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<tr>
<td>2022</td>
<td>59,035</td>
<td>32,506</td>
<td>9,126</td>
</tr>
<tr>
<td>2023</td>
<td>61,104</td>
<td>34,231</td>
<td>9,425</td>
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<tr>
<td>2024</td>
<td>63,573</td>
<td>35,940</td>
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<tr>
<td>2025</td>
<td>66,042</td>
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<tr>
<td>2030</td>
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<tr>
<td>2035</td>
<td>83,716</td>
<td>55,408</td>
<td>18,246</td>
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<tr>
<td>2040</td>
<td>86,635</td>
<td>64,112</td>
<td>22,526</td>
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<tr>
<td>2045</td>
<td>88,084</td>
<td>69,621</td>
<td>27,308</td>
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<tr>
<td>2050</td>
<td>91,973</td>
<td>72,111</td>
<td>32,124</td>
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</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
<table>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>65 to 74</td>
<td>-</td>
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<td>4.3%</td>
<td>4.1%</td>
<td>4.1%</td>
<td>3.9%</td>
<td>3.8%</td>
<td>3.6%</td>
<td>3.5%</td>
<td>4.0%</td>
<td>3.9%</td>
<td>16.4%</td>
<td>8.9%</td>
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<tr>
<td>75 to 84</td>
<td>-</td>
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<td>5.8%</td>
<td>5.5%</td>
<td>6.7%</td>
<td>6.3%</td>
<td>5.9%</td>
<td>5.6%</td>
<td>5.3%</td>
<td>5.0%</td>
<td>4.8%</td>
<td>22.8%</td>
<td>19.9%</td>
<td>15.7%</td>
<td>8.6%</td>
<td>3.6%</td>
<td>3.6%</td>
</tr>
<tr>
<td>85 or older</td>
<td>-</td>
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<td>3.8%</td>
<td>3.6%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>3.3%</td>
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<td>21.2%</td>
<td>17.6%</td>
<td></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table F5: Percentage Change Aged 65 to 74 by County by Year

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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Barrow</td>
<td>-</td>
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<td>6.5%</td>
<td>6.1%</td>
<td>5.8%</td>
<td>5.5%</td>
<td>6.2%</td>
<td>5.8%</td>
<td>5.5%</td>
<td>5.2%</td>
<td>4.9%</td>
<td>5.6%</td>
<td>5.3%</td>
<td>23.7%</td>
<td>17.9%</td>
<td>16.0%</td>
<td>15.1%</td>
<td>15.2%</td>
</tr>
<tr>
<td>Clarke</td>
<td>-</td>
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<td>3.0%</td>
<td>2.9%</td>
<td>2.8%</td>
<td>2.8%</td>
<td>0.8%</td>
<td>0.8%</td>
<td>0.8%</td>
<td>0.8%</td>
<td>-0.1%</td>
<td>-0.1%</td>
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<td>-2.0%</td>
<td>1.7%</td>
<td>7.2%</td>
<td></td>
</tr>
<tr>
<td>Elbert</td>
<td>-</td>
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<td>2.7%</td>
<td>2.7%</td>
<td>2.6%</td>
<td>2.5%</td>
<td>1.2%</td>
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<td>1.2%</td>
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<td>0.7%</td>
<td>0.7%</td>
<td>1.4%</td>
<td>-4.2%</td>
<td>-9.8%</td>
<td>-9.0%</td>
<td>-1.2%</td>
<td></td>
</tr>
<tr>
<td>Greene</td>
<td>-</td>
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<td>1.7%</td>
<td>1.7%</td>
<td>1.6%</td>
<td>1.6%</td>
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<td>-6.1%</td>
<td>-8.9%</td>
<td>-5.9%</td>
<td>-0.9%</td>
<td></td>
</tr>
<tr>
<td>Jackson</td>
<td>-</td>
<td>5.3%</td>
<td>5.0%</td>
<td>4.8%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.0%</td>
<td>3.9%</td>
<td>3.7%</td>
<td>3.6%</td>
<td>3.5%</td>
<td>4.2%</td>
<td>4.0%</td>
<td>19.0%</td>
<td>14.6%</td>
<td>8.7%</td>
<td>4.0%</td>
<td>3.7%</td>
</tr>
<tr>
<td>Jasper</td>
<td>-</td>
<td>4.7%</td>
<td>4.5%</td>
<td>4.3%</td>
<td>4.1%</td>
<td>4.0%</td>
<td>3.3%</td>
<td>3.1%</td>
<td>3.1%</td>
<td>3.0%</td>
<td>2.9%</td>
<td>1.8%</td>
<td>1.7%</td>
<td>5.9%</td>
<td>0.2%</td>
<td>-3.4%</td>
<td>-4.0%</td>
<td>-0.5%</td>
</tr>
<tr>
<td>McIntosh</td>
<td>-</td>
<td>1.9%</td>
<td>1.9%</td>
<td>1.8%</td>
<td>1.8%</td>
<td>0.9%</td>
<td>0.9%</td>
<td>0.9%</td>
<td>0.9%</td>
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<td>-1.1%</td>
<td>-6.3%</td>
<td>-9.8%</td>
<td>-11.9%</td>
<td>-8.3%</td>
<td></td>
</tr>
<tr>
<td>Morgan</td>
<td>-</td>
<td>4.3%</td>
<td>4.1%</td>
<td>4.0%</td>
<td>3.8%</td>
<td>3.7%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>3.1%</td>
<td>2.4%</td>
<td>2.3%</td>
<td>8.4%</td>
<td>3.4%</td>
<td>1.0%</td>
<td>-2.4%</td>
<td>-1.5%</td>
</tr>
<tr>
<td>Newton</td>
<td>-</td>
<td>5.1%</td>
<td>4.9%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>3.1%</td>
<td>3.0%</td>
<td>2.9%</td>
<td>3.4%</td>
<td>3.3%</td>
<td>16.5%</td>
<td>14.2%</td>
<td>9.0%</td>
<td>5.6%</td>
<td>7.2%</td>
</tr>
<tr>
<td>Oconee</td>
<td>-</td>
<td>6.8%</td>
<td>6.4%</td>
<td>6.0%</td>
<td>5.7%</td>
<td>5.4%</td>
<td>5.6%</td>
<td>5.3%</td>
<td>5.1%</td>
<td>4.8%</td>
<td>4.6%</td>
<td>4.7%</td>
<td>4.5%</td>
<td>20.4%</td>
<td>14.5%</td>
<td>8.6%</td>
<td>2.0%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Oglethorpe</td>
<td>-</td>
<td>2.2%</td>
<td>2.2%</td>
<td>2.1%</td>
<td>2.1%</td>
<td>2.0%</td>
<td>2.5%</td>
<td>2.5%</td>
<td>2.4%</td>
<td>2.3%</td>
<td>2.5%</td>
<td>2.5%</td>
<td>9.0%</td>
<td>1.8%</td>
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<td>-7.7%</td>
<td>-2.9%</td>
<td></td>
</tr>
<tr>
<td>Walton</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table F6: Percentage Change Aged 75 to 84 by County by Year

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table F7: Percentage Change Aged 85 or Older by County by Year

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
### Table F8: FY 2018 Program Funding and Trips for Northeast Georgia, DHS Region 5

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<th>Funding Source</th>
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<th>Expenditures</th>
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<td>5310 Non-Urban/Rural</td>
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<td>5310 UZA</td>
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<td>5310 Large UZA</td>
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| DCH Medicaid non-emergency medical transportation, 60 and older only | Medicaid funds | 35,221 | $383,536 |

| **Grand Total** | **112,408** | **$1,103,541.09** |

Source: Authors’ analysis of administrative data provided by Georgia DHS and DCH
Table F9: Medicaid NEMT Data for FY 2018 by County

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<th>County</th>
<th>All Members, Monthly Average</th>
<th>60+ Members, Monthly Average</th>
<th>All Members Accessing NEMT</th>
<th>60+ Members Accessing NEMT</th>
<th>Total Capitation Amount for All Members</th>
<th>Capitation Amount for Members 60+</th>
<th>Number of One-Way Trips for All Members</th>
<th>Number of One-Way Trips for Members 60+</th>
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<td>Oconee</td>
<td>2,923</td>
<td>367</td>
<td>61</td>
<td>27</td>
<td>$149,624</td>
<td>$11,732</td>
<td>999</td>
<td>291</td>
</tr>
<tr>
<td>Oglethorpe</td>
<td>2,816</td>
<td>399</td>
<td>103</td>
<td>44</td>
<td>$144,444</td>
<td>$10,221</td>
<td>2,799</td>
<td>980</td>
</tr>
<tr>
<td>Walton</td>
<td>18,235</td>
<td>2,226</td>
<td>547</td>
<td>174</td>
<td>$708,654</td>
<td>$49,586</td>
<td>16,754</td>
<td>6,486</td>
</tr>
<tr>
<td>Regional Total</td>
<td>124,562</td>
<td>14,274</td>
<td>4,249</td>
<td>1,298</td>
<td>$5,857,555</td>
<td>$383,536</td>
<td>94,232</td>
<td>35,221</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
Table F10: Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>Percentage of Monthly Average Members that are 60+</th>
<th>Percentage of Members Accessing NEMT that are 60+</th>
<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barrow</td>
<td>11%</td>
<td>32%</td>
<td>6%</td>
<td>53%</td>
</tr>
<tr>
<td>Clarke</td>
<td>11%</td>
<td>28%</td>
<td>7%</td>
<td>35%</td>
</tr>
<tr>
<td>Elbert</td>
<td>16%</td>
<td>31%</td>
<td>9%</td>
<td>27%</td>
</tr>
<tr>
<td>Greene</td>
<td>18%</td>
<td>41%</td>
<td>11%</td>
<td>57%</td>
</tr>
<tr>
<td>Jackson</td>
<td>12%</td>
<td>36%</td>
<td>7%</td>
<td>28%</td>
</tr>
<tr>
<td>Jasper</td>
<td>11%</td>
<td>40%</td>
<td>6%</td>
<td>40%</td>
</tr>
<tr>
<td>Madison</td>
<td>13%</td>
<td>36%</td>
<td>7%</td>
<td>28%</td>
</tr>
<tr>
<td>Morgan</td>
<td>15%</td>
<td>40%</td>
<td>8%</td>
<td>16%</td>
</tr>
<tr>
<td>Newton</td>
<td>8%</td>
<td>24%</td>
<td>5%</td>
<td>35%</td>
</tr>
<tr>
<td>Oconee</td>
<td>13%</td>
<td>44%</td>
<td>8%</td>
<td>29%</td>
</tr>
<tr>
<td>Oglethorpe</td>
<td>14%</td>
<td>43%</td>
<td>7%</td>
<td>35%</td>
</tr>
<tr>
<td>Walton</td>
<td>12%</td>
<td>32%</td>
<td>7%</td>
<td>39%</td>
</tr>
<tr>
<td>Regional Percentage</td>
<td>11%</td>
<td>31%</td>
<td>7%</td>
<td>37%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
Table F11: Public Transportation Data for the Regional Transit Providers

<table>
<thead>
<tr>
<th>Name</th>
<th>Mode</th>
<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
<th>Vehicle Revenue Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Athens Transit System</td>
<td>DR</td>
<td>$3.47</td>
<td>0.04</td>
<td>$105.89</td>
<td>1.3</td>
<td>$83.09</td>
<td>$14.64</td>
<td>$23,705</td>
<td>$566,932</td>
<td>6,823</td>
<td>5,354</td>
<td>59,843</td>
</tr>
<tr>
<td>Elbert County</td>
<td>DR</td>
<td>$1.19</td>
<td>0.04</td>
<td>$36.33</td>
<td>1.3</td>
<td>$28.56</td>
<td>$0.00</td>
<td>$9,828</td>
<td>$235,364</td>
<td>8,240</td>
<td>6,478</td>
<td>123,977</td>
</tr>
<tr>
<td>Social Circle Area Transit</td>
<td>DR</td>
<td>$0.52</td>
<td>0.07</td>
<td>$15.93</td>
<td>2.3</td>
<td>$7.05</td>
<td>$0.00</td>
<td>$5,491</td>
<td>$74,330</td>
<td>10,541</td>
<td>4,666</td>
<td>29,892</td>
</tr>
<tr>
<td>Jackson County</td>
<td>DR</td>
<td>$2.55</td>
<td>0.16</td>
<td>$28.06</td>
<td>1.7</td>
<td>$16.23</td>
<td>$0.00</td>
<td>$34,369</td>
<td>$218,533</td>
<td>13,464</td>
<td>7,788</td>
<td>178,627</td>
</tr>
<tr>
<td>Greene County Commission</td>
<td>DR</td>
<td>$1.31</td>
<td>0.08</td>
<td>$29.01</td>
<td>1.9</td>
<td>$15.52</td>
<td>$0.00</td>
<td>$26,925</td>
<td>$319,075</td>
<td>20,559</td>
<td>10,997</td>
<td>291,956</td>
</tr>
<tr>
<td>Morgan County Transit</td>
<td>DR</td>
<td>$0.85</td>
<td>0.07</td>
<td>$32.98</td>
<td>2.6</td>
<td>$12.69</td>
<td>$0.00</td>
<td>$20,259</td>
<td>$301,624</td>
<td>23,774</td>
<td>9,145</td>
<td>131,268</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

*Modes: Bus mode (MB) and demand-response services (DR). Note: All bus mode, heavy rail, and demand-response services, where available, were included.
Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
Regional Highlights and Barriers

Staff from the Northeast AAA were surveyed regarding successful strategies, as well as barriers to transportation access within the region. Much of the Northeast region is rural, with many services focused within Athens.

- Highlights in service
  - Lift paratransit service is accessible for Athens residents.
  - Jackson, Elbert, Morgan, and Greene counties have a connector service that enables residents of those counties to access medical and other services in Clarke county.
  - Athens Community Council on Aging operates a demand response program and a volunteer driver program, both of which enhance access to services for older adults who reside within the service area.

- Barriers to service access
  - The most significant provider-reported unmet needs included
    - Cost of using public transit and affordability issues
    - Recurring specialized transportation needs (e.g., recurring medical treatments like dialysis)
    - Limited public transportation services and hours
    - Inadequate demand response services
    - Excessive ride time for round-trips
  - Stretcher transport emerged as a particular unmet need region-wide.
Appendix G: Regional Profile for River Valley, DHS Region 6

The River Valley region is comprised of 16 counties, as illustrated in Figure G1. In 2016, the 65 and older population living in the region totaled 53,103, 14% of the region’s population. The region will experience an increase in the 65 and older population, a 45% percent change between 2016 and 2025, and a 22% increase between 2025 and 2040.

Figure G1: River Valley Region Counties
Table G1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chattahoochee County</td>
<td>463</td>
<td>646</td>
<td>1,021</td>
</tr>
<tr>
<td>Clay County</td>
<td>730</td>
<td>869</td>
<td>788</td>
</tr>
<tr>
<td>Crisp County</td>
<td>3,574</td>
<td>5,187</td>
<td>5,778</td>
</tr>
<tr>
<td>Dooly County</td>
<td>2,198</td>
<td>2,960</td>
<td>3,009</td>
</tr>
<tr>
<td>Harris County</td>
<td>5,345</td>
<td>9,400</td>
<td>13,441</td>
</tr>
<tr>
<td>McDuffie County</td>
<td>3,406</td>
<td>4,726</td>
<td>5,134</td>
</tr>
<tr>
<td>Macon County</td>
<td>1,994</td>
<td>2,827</td>
<td>2,906</td>
</tr>
<tr>
<td>Muscogee County</td>
<td>24,036</td>
<td>36,003</td>
<td>47,489</td>
</tr>
<tr>
<td>Quitman County</td>
<td>532</td>
<td>780</td>
<td>734</td>
</tr>
<tr>
<td>Randolph County</td>
<td>1,329</td>
<td>1,663</td>
<td>1,349</td>
</tr>
<tr>
<td>Schley County</td>
<td>779</td>
<td>1,185</td>
<td>1,811</td>
</tr>
<tr>
<td>Stewart County</td>
<td>880</td>
<td>1,054</td>
<td>1,081</td>
</tr>
<tr>
<td>Sumter County</td>
<td>4,598</td>
<td>5,696</td>
<td>5,742</td>
</tr>
<tr>
<td>Talbot County</td>
<td>1,255</td>
<td>1,686</td>
<td>1,439</td>
</tr>
<tr>
<td>Taylor County</td>
<td>1,512</td>
<td>1,925</td>
<td>2,014</td>
</tr>
<tr>
<td>Webster County</td>
<td>470</td>
<td>614</td>
<td>562</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>53,103</strong></td>
<td><strong>77,221</strong></td>
<td><strong>94,298</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015

Table G2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chattahoochee County</td>
<td>16.7%</td>
<td>24.1%</td>
<td>26.8%</td>
</tr>
<tr>
<td>Clay County</td>
<td>20.5%</td>
<td>26.5%</td>
<td>27.9%</td>
</tr>
<tr>
<td>Crisp County</td>
<td>17.7%</td>
<td>23.9%</td>
<td>27.0%</td>
</tr>
<tr>
<td>Dooly County</td>
<td>16.2%</td>
<td>22.3%</td>
<td>27.5%</td>
</tr>
<tr>
<td>Harris County</td>
<td>16.9%</td>
<td>23.6%</td>
<td>27.9%</td>
</tr>
<tr>
<td>Macon County</td>
<td>13.5%</td>
<td>20.4%</td>
<td>27.7%</td>
</tr>
<tr>
<td>McDuffie County</td>
<td>15.9%</td>
<td>22.5%</td>
<td>27.0%</td>
</tr>
<tr>
<td>Muscogee County</td>
<td>13.0%</td>
<td>19.1%</td>
<td>26.9%</td>
</tr>
<tr>
<td>Quitman County</td>
<td>20.3%</td>
<td>25.4%</td>
<td>28.1%</td>
</tr>
<tr>
<td>Randolph County</td>
<td>21.4%</td>
<td>26.5%</td>
<td>27.6%</td>
</tr>
<tr>
<td>Schley County</td>
<td>18.9%</td>
<td>24.5%</td>
<td>27.5%</td>
</tr>
<tr>
<td>Stewart County</td>
<td>16.5%</td>
<td>22.4%</td>
<td>26.9%</td>
</tr>
<tr>
<td>Sumter County</td>
<td>17.6%</td>
<td>22.1%</td>
<td>26.9%</td>
</tr>
<tr>
<td>Talbot County</td>
<td>18.5%</td>
<td>25.8%</td>
<td>28.0%</td>
</tr>
<tr>
<td>Taylor County</td>
<td>17.5%</td>
<td>23.3%</td>
<td>27.8%</td>
</tr>
<tr>
<td>Webster County</td>
<td>16.1%</td>
<td>22.6%</td>
<td>28.0%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table G3: Population Change by Year and Age Group, River Valley Region

<table>
<thead>
<tr>
<th>Year</th>
<th>Population Aged 65 to 74</th>
<th>Population Aged 75 to 84</th>
<th>Population Aged 85 and Older</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>58,008</td>
<td>27,563</td>
<td>6,189</td>
</tr>
<tr>
<td>2014</td>
<td>60,695</td>
<td>29,327</td>
<td>6,189</td>
</tr>
<tr>
<td>2015</td>
<td>63,383</td>
<td>31,091</td>
<td>6,188</td>
</tr>
<tr>
<td>2016</td>
<td>66,071</td>
<td>32,855</td>
<td>6,188</td>
</tr>
<tr>
<td>2017</td>
<td>68,758</td>
<td>34,619</td>
<td>6,188</td>
</tr>
<tr>
<td>2018</td>
<td>71,446</td>
<td>36,383</td>
<td>6,187</td>
</tr>
<tr>
<td>2019</td>
<td>74,165</td>
<td>38,713</td>
<td>6,258</td>
</tr>
<tr>
<td>2020</td>
<td>76,884</td>
<td>41,043</td>
<td>6,330</td>
</tr>
<tr>
<td>2021</td>
<td>79,603</td>
<td>43,373</td>
<td>6,401</td>
</tr>
<tr>
<td>2022</td>
<td>82,323</td>
<td>45,703</td>
<td>6,472</td>
</tr>
<tr>
<td>2023</td>
<td>85,042</td>
<td>48,033</td>
<td>6,543</td>
</tr>
<tr>
<td>2024</td>
<td>87,809</td>
<td>50,303</td>
<td>6,746</td>
</tr>
<tr>
<td>2025</td>
<td>90,576</td>
<td>52,573</td>
<td>6,948</td>
</tr>
<tr>
<td>2030</td>
<td>102,861</td>
<td>63,957</td>
<td>8,226</td>
</tr>
<tr>
<td>2035</td>
<td>111,750</td>
<td>75,395</td>
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</tr>
<tr>
<td>2040</td>
<td>116,916</td>
<td>85,626</td>
<td>11,830</td>
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<tr>
<td>2045</td>
<td>119,314</td>
<td>93,255</td>
<td>13,435</td>
</tr>
<tr>
<td>2050</td>
<td>123,904</td>
<td>97,978</td>
<td>14,387</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Percentage change 65 to 74</strong></td>
<td>-</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>4.1%</td>
<td>3.9%</td>
<td>3.8%</td>
<td>3.7%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>3.3%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>13.6%</td>
<td>8.6%</td>
<td>4.6%</td>
<td>2.1%</td>
<td>3.8%</td>
</tr>
<tr>
<td><strong>Percentage change 75 to 84</strong></td>
<td>-</td>
<td>6.4%</td>
<td>6.0%</td>
<td>5.7%</td>
<td>5.4%</td>
<td>5.1%</td>
<td>6.4%</td>
<td>6.0%</td>
<td>5.7%</td>
<td>5.4%</td>
<td>4.7%</td>
<td>4.5%</td>
<td>21.7%</td>
<td>17.9%</td>
<td>13.6%</td>
<td>8.9%</td>
<td>5.1%</td>
<td></td>
</tr>
<tr>
<td><strong>Percentage change 85 or older</strong></td>
<td>-</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>0.0%</td>
<td>1.2%</td>
<td>1.1%</td>
<td>1.1%</td>
<td>1.1%</td>
<td>1.1%</td>
<td>3.1%</td>
<td>3.0%</td>
<td>18.4%</td>
<td>21.3%</td>
<td>18.6%</td>
<td>13.6%</td>
<td>7.1%</td>
<td></td>
</tr>
</tbody>
</table>

Source: Authors' analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table G5: Percentage Change Aged 65 to 74 by County by Year

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<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Chattahoochee</td>
<td>-0.7%</td>
<td>-0.7%</td>
<td>-0.7%</td>
<td>-0.7%</td>
<td>-0.7%</td>
<td>-0.3%</td>
<td>-0.3%</td>
<td>-0.3%</td>
<td>-0.3%</td>
<td>3.8%</td>
<td>3.7%</td>
<td>22.5%</td>
<td>24.1%</td>
<td>19.8%</td>
<td>22.1%</td>
<td>28.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Clay</td>
<td>2.8%</td>
<td>2.7%</td>
<td>2.6%</td>
<td>2.5%</td>
<td>2.5%</td>
<td>-0.4%</td>
<td>-0.4%</td>
<td>-0.4%</td>
<td>-0.4%</td>
<td>-1.3%</td>
<td>-1.3%</td>
<td>-6.8%</td>
<td>-9.2%</td>
<td>-13.7%</td>
<td>-11.6%</td>
<td>-1.0%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Crisp</td>
<td>5.6%</td>
<td>5.3%</td>
<td>5.1%</td>
<td>4.8%</td>
<td>4.6%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>3.1%</td>
<td>1.1%</td>
<td>1.1%</td>
<td>1.5%</td>
<td>-5.2%</td>
<td>-6.9%</td>
<td>-5.2%</td>
<td>-2.0%</td>
<td></td>
</tr>
<tr>
<td>Dooly</td>
<td>-2.6%</td>
<td>2.6%</td>
<td>2.5%</td>
<td>2.4%</td>
<td>2.4%</td>
<td>2.3%</td>
<td>2.3%</td>
<td>2.2%</td>
<td>2.2%</td>
<td>0.1%</td>
<td>0.1%</td>
<td>-1.0%</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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<td>0.8%</td>
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<tr>
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<tr>
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<td>1.4%</td>
<td>1.4%</td>
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</tr>
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<td>0.4%</td>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table G8: FY 2018 Program Funding and Trips for River Valley, DHS Region 8

<table>
<thead>
<tr>
<th>Program</th>
<th>Funding Source</th>
<th>Trips</th>
<th>Expenditures</th>
</tr>
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<tbody>
<tr>
<td>DHS Coordinated Transportation</td>
<td>S310 Non-Urban/Rural</td>
<td>6,036</td>
<td>$64,215.00</td>
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<td>S310 Large UZA</td>
<td>14,484</td>
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<td>SSBG Fed</td>
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<td>$86,737.13</td>
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<tr>
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<td>SSBG match</td>
<td>128</td>
<td>$11,827.79</td>
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<tr>
<td></td>
<td>SSBG (Offset)</td>
<td>0</td>
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<tr>
<td></td>
<td>TTS SSBG</td>
<td>9,336</td>
<td>$98,418.37</td>
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<tr>
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<td>CBS State</td>
<td>2,660</td>
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<tr>
<td></td>
<td>Title III Fed</td>
<td>5,191</td>
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<td>Title III State</td>
<td>312</td>
<td>$3,215.79</td>
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<td>Title III Match</td>
<td>165</td>
<td>$6,431.54</td>
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<td>Title III (Offset)</td>
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<td>($6,431.54)</td>
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<tr>
<td></td>
<td>Other</td>
<td>2,143</td>
<td>$22,474.25</td>
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<td></td>
<td><strong>Total</strong></td>
<td>48,650</td>
<td><strong>$514,213.20</strong></td>
</tr>
<tr>
<td>DCH Medicaid non-emergency medical transportation, 60 and older only</td>
<td>Medicaid funds</td>
<td>50,648</td>
<td><strong>$429,908</strong></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
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<td><strong>99,298</strong></td>
<td><strong>$944,121.20</strong></td>
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Source: Authors’ analysis of administrative data provided by Georgia DHS and DCH
Table G9: Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>All Members, Monthly Average</th>
<th>60+ Members, Monthly Average</th>
<th>All Members Accessing NEMT</th>
<th>60+ Members Accessing NEMT</th>
<th>Total Capitation Amount for All Members</th>
<th>Capitation Amount for Members 60+</th>
<th>Number of One-Way Trips for All Members</th>
<th>Number of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chattahoochee</td>
<td>922</td>
<td>101</td>
<td>47</td>
<td>12</td>
<td>$51,468</td>
<td>$3,154</td>
<td>793</td>
<td>186</td>
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<tr>
<td>Clay</td>
<td>1,033</td>
<td>225</td>
<td>130</td>
<td>43</td>
<td>$56,839</td>
<td>$7,336</td>
<td>1,857</td>
<td>872</td>
</tr>
<tr>
<td>Crisp</td>
<td>7,066</td>
<td>1,060</td>
<td>579</td>
<td>199</td>
<td>$404,143</td>
<td>$35,946</td>
<td>12,046</td>
<td>5,544</td>
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<tr>
<td>Dooly</td>
<td>2,947</td>
<td>541</td>
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<td>93</td>
<td>$160,816</td>
<td>$17,321</td>
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<td>1,707</td>
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<td>54</td>
<td>$199,141</td>
<td>$12,827</td>
<td>2,352</td>
<td>871</td>
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<tr>
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<td>322</td>
<td>152</td>
<td>$198,056</td>
<td>$29,605</td>
<td>7,335</td>
<td>2,273</td>
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<tr>
<td>Marion</td>
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<td>117</td>
<td>43</td>
<td>$117,636</td>
<td>$8,776</td>
<td>1,617</td>
<td>835</td>
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<tr>
<td>Muscogee</td>
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<td>5,635</td>
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<td>$202,630</td>
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<td>7</td>
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<td>740</td>
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<tr>
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<td>310</td>
<td>84</td>
<td>$132,279</td>
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<tr>
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<td>20</td>
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<td>$4,284</td>
<td>1,542</td>
<td>462</td>
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<tr>
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<td>358</td>
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<td>$12,264</td>
<td>1,851</td>
<td>750</td>
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<tr>
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<tr>
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<td>115</td>
<td>44</td>
<td>$76,667</td>
<td>$9,330</td>
<td>2,666</td>
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<tr>
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<td>12</td>
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<td><strong>12,554</strong></td>
<td><strong>6,548</strong></td>
<td><strong>2,131</strong></td>
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<td><strong>143,035</strong></td>
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</tr>
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</table>

Source: Authors’ analysis of administrative data provided by DCH
Table G10: Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>Percentage of Monthly Average Members that are 60+</th>
<th>Percentage of Members Accessing NEMT that are 60+</th>
<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chattahoochee</td>
<td>11%</td>
<td>26%</td>
<td>6%</td>
<td>23%</td>
</tr>
<tr>
<td>Clay</td>
<td>22%</td>
<td>33%</td>
<td>13%</td>
<td>47%</td>
</tr>
<tr>
<td>Crisp</td>
<td>15%</td>
<td>34%</td>
<td>9%</td>
<td>46%</td>
</tr>
<tr>
<td>Dooly</td>
<td>18%</td>
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<td>11%</td>
<td>32%</td>
</tr>
<tr>
<td>Harris</td>
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<td>38%</td>
<td>6%</td>
<td>37%</td>
</tr>
<tr>
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</tr>
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<td>Muscogee</td>
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<td>Quitman</td>
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<td>5%</td>
<td>41%</td>
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<tr>
<td>Randolph</td>
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<td>27%</td>
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<tr>
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<td>46%</td>
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<td>12%</td>
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<td>63%</td>
</tr>
<tr>
<td><strong>Regional Percentage</strong></td>
<td><strong>14%</strong></td>
<td><strong>33%</strong></td>
<td><strong>8%</strong></td>
<td><strong>35%</strong></td>
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</table>

Source: Authors’ analysis of administrative data provided by DCH
Table G11: Public Transportation Data for the Regional Transit Providers

<table>
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<tr>
<th>Name</th>
<th>Mode</th>
<th>*</th>
<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
<th>Vehicle Revenue Miles</th>
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<tbody>
<tr>
<td>Macon County Transit</td>
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<td>0.10</td>
<td>$24.40</td>
<td>1.3</td>
<td>$18.86</td>
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<td>$115,525</td>
<td>6,126</td>
<td>4,734</td>
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</tr>
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<td>Clay County</td>
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<td>$27.65</td>
<td>$0.00</td>
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<td>$281,370</td>
<td>10,175</td>
<td>10,042</td>
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<td>$0.00</td>
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<td>10,535</td>
<td>5,544</td>
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<td>$0.00</td>
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<td>10,928</td>
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<td>15,649</td>
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<tr>
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</tr>
</tbody>
</table>

*Modes: Bus mode (MB) and demand-response services (DR). Note: All bus mode, heavy rail, and demand-response services, where available, were included. Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
Regional Highlights and Barriers

River Valley AAA staff were surveyed to gather information about facilitators and barriers to transportation access within the region. The region is home to one of the larger public transit agencies, METRA, which offers fixed route and demand response services in the Columbus area. However, several counties within the region contain remote areas with limited access to transportation and services.

- Highlights in service
  - To overcome barriers to service delivery in rural areas, region shares vehicles between GDOT, DCH, and DHS programs.
  - Barber’s Driving School’s Senior Transportation and Relationship Services program is a predominately volunteer-staffed program that offers transportation for older adults to medical services

- Barriers to service access
  - The most significant provider-reported unmet needs included
    - Recurring specialized transportation needs (e.g., recurring medical treatments like dialysis)
    - Excessive wait times for round-trips
    - Limited public transportation services and hours
    - Inadequate demand response services
    - Excessive ride times for round-trips (i.e., trips are too long due to vehicle picking up multiple passengers)
  - Older adults not connected to senior centers; living in remote areas of the region; limited English proficiency; sensory impairments; and frail elderly who are unable to use transit or attend appointments independently were identified as underserved.
APPENDIX H: REGIONAL PROFILE FOR MIDDLE GEORGIA, DHS REGION 7

The Middle Georgia region is comprised of 11 counties, as illustrated in Figure H1. In 2016, the 65 and older population living in the region totaled 70,040, 14% of the region’s population. The region will experience an increase in the 65 and older population, a 48% percent change between 2016 and 2025, and a 27% increase between 2025 and 2040.

Figure H1, Middle Georgia Counties
Table H1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baldwin County</td>
<td>6,276</td>
<td>8,560</td>
<td>9,867</td>
</tr>
<tr>
<td>Bibb County</td>
<td>21,587</td>
<td>29,956</td>
<td>34,217</td>
</tr>
<tr>
<td>Crawford County</td>
<td>2,085</td>
<td>2,882</td>
<td>3,243</td>
</tr>
<tr>
<td>Houston County</td>
<td>17,598</td>
<td>29,203</td>
<td>43,995</td>
</tr>
<tr>
<td>Jones County</td>
<td>4,535</td>
<td>6,921</td>
<td>9,399</td>
</tr>
<tr>
<td>Monroe County</td>
<td>4,543</td>
<td>7,170</td>
<td>10,208</td>
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<tr>
<td>Peach County</td>
<td>3,525</td>
<td>5,225</td>
<td>5,942</td>
</tr>
<tr>
<td>Pulaski County</td>
<td>2,097</td>
<td>2,797</td>
<td>3,104</td>
</tr>
<tr>
<td>Putnam County</td>
<td>4,507</td>
<td>6,152</td>
<td>6,543</td>
</tr>
<tr>
<td>Twiggs County</td>
<td>1,639</td>
<td>2,253</td>
<td>2,060</td>
</tr>
<tr>
<td>Wilkinson County</td>
<td>1,648</td>
<td>2,201</td>
<td>2,226</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>70,040</strong></td>
<td><strong>103,320</strong></td>
<td><strong>130,804</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015

Table H2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

<table>
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<tr>
<th>County</th>
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<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
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<td>15.4%</td>
<td>21.6%</td>
<td>24.0%</td>
</tr>
<tr>
<td>Bibb County</td>
<td>10.5%</td>
<td>16.9%</td>
<td>24.3%</td>
</tr>
<tr>
<td>Crawford County</td>
<td>12.5%</td>
<td>18.1%</td>
<td>24.8%</td>
</tr>
<tr>
<td>Houston County</td>
<td>15.9%</td>
<td>21.7%</td>
<td>24.4%</td>
</tr>
<tr>
<td>Jones County</td>
<td>18.4%</td>
<td>22.3%</td>
<td>24.6%</td>
</tr>
<tr>
<td>Monroe County</td>
<td>15.5%</td>
<td>21.7%</td>
<td>24.7%</td>
</tr>
<tr>
<td>Peach County</td>
<td>14.3%</td>
<td>20.8%</td>
<td>24.2%</td>
</tr>
<tr>
<td>Pulaski County</td>
<td>15.6%</td>
<td>21.4%</td>
<td>24.8%</td>
</tr>
<tr>
<td>Putnam County</td>
<td>13.5%</td>
<td>19.1%</td>
<td>24.8%</td>
</tr>
<tr>
<td>Twiggs County</td>
<td>15.5%</td>
<td>20.7%</td>
<td>25.0%</td>
</tr>
<tr>
<td>Wilkinson County</td>
<td>17.6%</td>
<td>23.3%</td>
<td>24.5%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table H3: Population Change by Year and Age Group, Middle Georgia Region

<table>
<thead>
<tr>
<th>Year</th>
<th>Population Aged 65 to 74</th>
<th>Population Aged 75 to 84</th>
<th>Population Aged 85 and Older</th>
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<td>2013</td>
<td>92,224</td>
<td>41,034</td>
<td>7,277</td>
</tr>
<tr>
<td>2014</td>
<td>97,834</td>
<td>43,967</td>
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</tr>
<tr>
<td>2015</td>
<td>103,444</td>
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<tr>
<td>2016</td>
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<td>49,833</td>
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<td>2017</td>
<td>114,665</td>
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<td>7,576</td>
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<tr>
<td>2018</td>
<td>120,275</td>
<td>55,699</td>
<td>7,650</td>
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<tr>
<td>2019</td>
<td>126,020</td>
<td>60,193</td>
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<tr>
<td>2020</td>
<td>131,766</td>
<td>64,686</td>
<td>8,161</td>
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<tr>
<td>2021</td>
<td>137,511</td>
<td>69,179</td>
<td>8,416</td>
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<tr>
<td>2022</td>
<td>143,256</td>
<td>73,672</td>
<td>8,672</td>
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<tr>
<td>2023</td>
<td>149,002</td>
<td>78,165</td>
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<tr>
<td>2024</td>
<td>155,477</td>
<td>82,891</td>
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<tr>
<td>2025</td>
<td>161,953</td>
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<tr>
<td>2030</td>
<td>191,564</td>
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<tr>
<td>2035</td>
<td>214,421</td>
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<td>14,338</td>
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<tr>
<td>2040</td>
<td>229,270</td>
<td>161,995</td>
<td>17,189</td>
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<tr>
<td>2045</td>
<td>238,055</td>
<td>181,806</td>
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<td>2050</td>
<td>249,487</td>
<td>195,502</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table H4: Percentage Change by Year and Age Group, Middle Georgia Region

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<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
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<td>11.9%</td>
<td>6.9%</td>
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<td>4.8%</td>
</tr>
<tr>
<td></td>
<td>Percentage change 75 to 84</td>
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<td>6.7%</td>
<td>6.3%</td>
<td>5.9%</td>
<td>5.6%</td>
<td>8.1%</td>
<td>7.5%</td>
<td>6.9%</td>
<td>6.5%</td>
<td>6.1%</td>
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<td>5.7%</td>
<td>27.3%</td>
<td>22.9%</td>
<td>18.2%</td>
<td>12.2%</td>
<td>7.5%</td>
</tr>
<tr>
<td></td>
<td>Percentage change 85 or older</td>
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<td>1.0%</td>
<td>1.0%</td>
<td>1.0%</td>
<td>1.0%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>3.1%</td>
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<td>2.9%</td>
<td>4.1%</td>
<td>3.9%</td>
<td>21.5%</td>
<td>22.2%</td>
<td>19.9%</td>
<td>16.4%</td>
<td>9.9%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table H5: Percentage Change Aged 65 to 74 by County by Year

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</tr>
</thead>
<tbody>
<tr>
<td>Baldwin</td>
<td>-</td>
<td>2.9%</td>
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<td>2.8%</td>
<td>2.7%</td>
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<td>1.6%</td>
<td>1.6%</td>
<td>1.6%</td>
<td>1.6%</td>
<td>5.0%</td>
<td>-2.6%</td>
<td>-7.4%</td>
<td>-3.6%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Bibb</td>
<td>-</td>
<td>4.9%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>4.1%</td>
<td>2.8%</td>
<td>2.7%</td>
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<td>2.6%</td>
<td>2.5%</td>
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</tr>
<tr>
<td>Crawford</td>
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<td>1.7%</td>
<td>1.7%</td>
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</tr>
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</tr>
<tr>
<td>Jones</td>
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<td>4.0%</td>
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<td>3.7%</td>
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<td>3.2%</td>
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<td>3.0%</td>
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</tr>
<tr>
<td>Monroe</td>
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<td>3.6%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>4.8%</td>
<td>4.6%</td>
<td>4.4%</td>
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</tr>
<tr>
<td>Peach</td>
<td>-</td>
<td>3.9%</td>
<td>3.8%</td>
<td>3.6%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>2.8%</td>
<td>2.7%</td>
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<td>2.6%</td>
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<td>3.4%</td>
<td>-5.3%</td>
<td>-8.5%</td>
<td>-4.5%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Pulaski</td>
<td>-</td>
<td>2.0%</td>
<td>1.9%</td>
<td>1.9%</td>
<td>1.9%</td>
<td>1.8%</td>
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<td>2.1%</td>
<td>-0.3%</td>
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<td>-5.9%</td>
<td>-1.4%</td>
</tr>
<tr>
<td>Putnam</td>
<td>-</td>
<td>2.0%</td>
<td>1.9%</td>
<td>1.9%</td>
<td>1.9%</td>
<td>1.8%</td>
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<td>0.6%</td>
<td>0.6%</td>
<td>-0.5%</td>
<td>-5.7%</td>
<td>-5.7%</td>
<td>-3.4%</td>
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<tr>
<td>Twiggs</td>
<td>-</td>
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<td>2.3%</td>
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<td>2.1%</td>
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<td>0.2%</td>
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</tr>
<tr>
<td>Wilkinson</td>
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<td>0.6%</td>
<td>0.6%</td>
<td>0.6%</td>
<td>3.5%</td>
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<td>-1.3%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table H6: Percentage Change Aged 75 to 84 by County by Year

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</thead>
<tbody>
<tr>
<td>Baldwin</td>
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<td>4.6%</td>
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</tr>
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<tr>
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<td>7.9%</td>
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<td>6.4%</td>
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<td>3.9%</td>
<td>3.7%</td>
<td>3.6%</td>
<td>2.1%</td>
<td>2.0%</td>
<td>9.6%</td>
<td>9.9%</td>
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<td>-3.4%</td>
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<tr>
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<td>-</td>
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<td>3.8%</td>
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<td>4.9%</td>
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<td>4.2%</td>
<td>5.7%</td>
<td>5.4%</td>
<td>27.5%</td>
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</tr>
<tr>
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<td>6.5%</td>
<td>6.1%</td>
<td>5.9%</td>
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<td>5.3%</td>
<td>5.0%</td>
<td>4.8%</td>
<td>4.5%</td>
<td>4.3%</td>
<td>19.9%</td>
<td>15.4%</td>
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</tr>
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Source: Authors' analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table H7: Percentage Change Aged 85 or Older by County by Year

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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Source: Authors’ analysis of administrative data provided by Georgia DHS and DCH
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<th>All Members Accessing NEMT</th>
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<th>Total Capitation Amount for All Members</th>
<th>Capitation Amount for Members 60+</th>
<th>Number of One-Way Trips for All Members</th>
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Table H10: Medicaid NEMT Data for FY 2018 by County

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<th>County</th>
<th>Percentage of Monthly Average Members that are 60+</th>
<th>Percentage of Members Accessing NEMT that are 60+</th>
<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
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Source: Authors’ analysis of administrative data provided by DCH
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<th>Name</th>
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<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
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<td>$40.79</td>
<td>3.4</td>
<td>$11.88</td>
<td>$0.00</td>
<td>$25,457</td>
<td>$200,070</td>
<td>16,841</td>
<td>4,905</td>
<td>93,976</td>
</tr>
<tr>
<td>Wilkinson County Commission Transit</td>
<td>DR</td>
<td>$0.83</td>
<td>0.04</td>
<td>$37.63</td>
<td>1.6</td>
<td>$23.10</td>
<td>$0.00</td>
<td>$6,753</td>
<td>$188,153</td>
<td>8,145</td>
<td>5,000</td>
<td>94,770</td>
</tr>
<tr>
<td>Baldwin County Transit</td>
<td>DR</td>
<td>$1.89</td>
<td>0.14</td>
<td>$32.92</td>
<td>2.5</td>
<td>$13.21</td>
<td>$0.00</td>
<td>$18,346</td>
<td>$128,065</td>
<td>9,693</td>
<td>3,890</td>
<td>63,506</td>
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<tr>
<td>Macon-Bibb County Transit Authority</td>
<td>MB</td>
<td>$1.04</td>
<td>0.15</td>
<td>$77.26</td>
<td>10.9</td>
<td>$7.07</td>
<td>$0.00</td>
<td>$900,569</td>
<td>$6,113,629</td>
<td>864,458</td>
<td>79,133</td>
<td>1,403,452</td>
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<tr>
<td>Peach County Transit</td>
<td>DR</td>
<td>$0.84</td>
<td>0.06</td>
<td>$27.85</td>
<td>1.9</td>
<td>$14.77</td>
<td>$0.00</td>
<td>$8,593</td>
<td>$151,288</td>
<td>10,241</td>
<td>5,432</td>
<td>70,301</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$980,976</strong></td>
<td><strong>$7,239,107</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$980,976</strong></td>
<td><strong>$7,239,107</strong></td>
<td><strong>113,592</strong></td>
<td><strong>1,940,576</strong></td>
</tr>
</tbody>
</table>

*Modes: Bus mode (MB) and demand-response services (DR). Note: All bus mode, heavy rail, and demand-response services, where available, were included.
Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
Regional Highlights and Barriers

Middle Georgia AAA staff were surveyed regarding existing transportation strategies and programs that are working well, as well as barriers to access within the region. The region contains both higher and lower-density areas, with more services concentrated within Macon-Bibb county compared to other counties.

- **Highlights in service**
  - Some county transit providers will cross county lines, which enhances access to services for some older adults within the region

- **Barriers to service access**
  - The most significant provider-reported unmet needs included
    - Inadequate demand response services
    - Inadequate and/or accessibility of information about services
  - Older adults who reside in the two counties within the region without public transit systems were identified as an underserved group.
  - Medical transportation emerged as a particularly salient unmet need for residents of these counties.
APPENDIX I: REGIONAL PROFILE FOR CENTRAL SAVANNAH RIVER AREA, DHS REGION 8

The Central Savannah River Area region is comprised of 14 counties, as illustrated in Figure X. In 2016, the 65 and older population living in the region totaled 66,742, 14% of the region’s population. The region will experience a large increase in the 65 and older population, with a 54% percent change between 2016 and 2025, and a 32% increase between 2025 and 2040.

Figure I1: Central Savannah River Area Region Counties
### Table I1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burke County</td>
<td>3,197</td>
<td>4,786</td>
<td>5,200</td>
</tr>
<tr>
<td>Columbia County</td>
<td>16,229</td>
<td>30,068</td>
<td>52,320</td>
</tr>
<tr>
<td>Glascock County</td>
<td>516</td>
<td>862</td>
<td>1,264</td>
</tr>
<tr>
<td>Hancock County</td>
<td>1,697</td>
<td>1,929</td>
<td>1,583</td>
</tr>
<tr>
<td>Jefferson County</td>
<td>2,738</td>
<td>3,640</td>
<td>3,812</td>
</tr>
<tr>
<td>Jenkins County</td>
<td>1,603</td>
<td>1,935</td>
<td>2,137</td>
</tr>
<tr>
<td>Lincoln County</td>
<td>1,581</td>
<td>2,202</td>
<td>2,130</td>
</tr>
<tr>
<td>Madison County</td>
<td>4,481</td>
<td>7,488</td>
<td>10,520</td>
</tr>
<tr>
<td>Richmond County</td>
<td>25,379</td>
<td>37,832</td>
<td>43,856</td>
</tr>
<tr>
<td>Screven County</td>
<td>2,357</td>
<td>3,414</td>
<td>3,590</td>
</tr>
<tr>
<td>Taliaferro County</td>
<td>425</td>
<td>485</td>
<td>450</td>
</tr>
<tr>
<td>Warren County</td>
<td>1,128</td>
<td>1,330</td>
<td>1,208</td>
</tr>
<tr>
<td>Washington County</td>
<td>3,288</td>
<td>4,636</td>
<td>5,343</td>
</tr>
<tr>
<td>Wilkes County</td>
<td>2,124</td>
<td>2,474</td>
<td>2,284</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>66,743</td>
<td>103,081</td>
<td>135,697</td>
</tr>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015

### Table I2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
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<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Burke County</td>
<td>12.5%</td>
<td>17.8%</td>
<td>20.5%</td>
</tr>
<tr>
<td>Columbia County</td>
<td>9.2%</td>
<td>13.9%</td>
<td>20.0%</td>
</tr>
<tr>
<td>Glascock County</td>
<td>12.3%</td>
<td>17.0%</td>
<td>21.2%</td>
</tr>
<tr>
<td>Hancock County</td>
<td>11.6%</td>
<td>16.7%</td>
<td>21.0%</td>
</tr>
<tr>
<td>Jefferson County</td>
<td>13.9%</td>
<td>17.8%</td>
<td>20.5%</td>
</tr>
<tr>
<td>Jenkins County</td>
<td>12.0%</td>
<td>16.3%</td>
<td>20.3%</td>
</tr>
<tr>
<td>Lincoln County</td>
<td>13.7%</td>
<td>18.6%</td>
<td>21.3%</td>
</tr>
<tr>
<td>Madison County</td>
<td>12.6%</td>
<td>18.1%</td>
<td>21.0%</td>
</tr>
<tr>
<td>Richmond County</td>
<td>13.7%</td>
<td>17.7%</td>
<td>20.1%</td>
</tr>
<tr>
<td>Screven County</td>
<td>11.2%</td>
<td>16.9%</td>
<td>20.6%</td>
</tr>
<tr>
<td>Taliaferro County</td>
<td>13.7%</td>
<td>18.1%</td>
<td>21.0%</td>
</tr>
<tr>
<td>Warren County</td>
<td>13.1%</td>
<td>18.8%</td>
<td>20.9%</td>
</tr>
<tr>
<td>Washington County</td>
<td>15.0%</td>
<td>19.1%</td>
<td>20.6%</td>
</tr>
<tr>
<td>Wilkes County</td>
<td>10.2%</td>
<td>15.6%</td>
<td>20.8%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table I3: Population Change by Year and Age Group, Central Savannah River Area Region

<table>
<thead>
<tr>
<th>Year</th>
<th>Population Aged 65 to 74</th>
<th>Population Aged 75 to 84</th>
<th>Population Aged 85 and Older</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>82,908</td>
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</tr>
<tr>
<td>2014</td>
<td>86,652</td>
<td>39,563</td>
<td>7,233</td>
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<tr>
<td>2015</td>
<td>90,395</td>
<td>41,728</td>
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<tr>
<td>2016</td>
<td>94,139</td>
<td>43,893</td>
<td>7,320</td>
</tr>
<tr>
<td>2017</td>
<td>97,882</td>
<td>46,057</td>
<td>7,364</td>
</tr>
<tr>
<td>2018</td>
<td>101,626</td>
<td>48,222</td>
<td>7,407</td>
</tr>
<tr>
<td>2019</td>
<td>105,221</td>
<td>51,447</td>
<td>7,561</td>
</tr>
<tr>
<td>2020</td>
<td>108,817</td>
<td>54,671</td>
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</tr>
<tr>
<td>2021</td>
<td>112,412</td>
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<td>7,869</td>
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<tr>
<td>2022</td>
<td>116,008</td>
<td>61,121</td>
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<tr>
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<tr>
<td>2025</td>
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<tr>
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<tr>
<td>2050</td>
<td>176,269</td>
<td>132,160</td>
<td>22,573</td>
</tr>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table I4: Percentage Change by Year and Age Group, Central Savannah River Area Region

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<thead>
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</tr>
</thead>
<tbody>
<tr>
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<td>-</td>
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<td>4.1%</td>
<td>4.0%</td>
<td>3.8%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>3.1%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>13.7%</td>
<td>8.2%</td>
<td>4.0%</td>
<td>2.5%</td>
<td>5.4%</td>
</tr>
<tr>
<td>75 to 84</td>
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<td>5.5%</td>
<td>5.2%</td>
<td>4.9%</td>
<td>4.7%</td>
<td>6.7%</td>
<td>6.3%</td>
<td>5.9%</td>
<td>5.6%</td>
<td>5.3%</td>
<td>4.9%</td>
<td>4.6%</td>
<td>21.9%</td>
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<td>14.2%</td>
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<td>4.8%</td>
</tr>
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<td>85 or older</td>
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<td>2.1%</td>
<td>2.0%</td>
<td>2.0%</td>
<td>2.0%</td>
<td>1.9%</td>
<td>1.9%</td>
<td>4.5%</td>
<td>4.3%</td>
<td>24.9%</td>
<td>26.7%</td>
<td>22.9%</td>
<td>17.4%</td>
<td>10.9%</td>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table I5: Percentage Change Aged 65 to 74 by County by Year

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</tr>
</thead>
<tbody>
<tr>
<td>Burke</td>
<td>-</td>
<td>4.5%</td>
<td>4.3%</td>
<td>4.1%</td>
<td>4.0%</td>
<td>3.8%</td>
<td>2.7%</td>
<td>2.6%</td>
<td>2.5%</td>
<td>2.5%</td>
<td>2.4%</td>
<td>1.5%</td>
<td>1.5%</td>
<td>1.7%</td>
<td>-8.1%</td>
<td>-10.9%</td>
<td>-8.9%</td>
<td>-2.5%</td>
</tr>
<tr>
<td>Columbia</td>
<td>-</td>
<td>7.8%</td>
<td>7.2%</td>
<td>6.7%</td>
<td>6.3%</td>
<td>5.9%</td>
<td>5.8%</td>
<td>5.5%</td>
<td>5.2%</td>
<td>4.9%</td>
<td>4.7%</td>
<td>4.5%</td>
<td>4.3%</td>
<td>19.3%</td>
<td>14.0%</td>
<td>10.5%</td>
<td>9.7%</td>
<td>12.2%</td>
</tr>
<tr>
<td>Glascock</td>
<td>-</td>
<td>3.2%</td>
<td>3.1%</td>
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<td>2.9%</td>
<td>2.8%</td>
<td>4.3%</td>
<td>4.1%</td>
<td>4.0%</td>
<td>3.8%</td>
<td>3.7%</td>
<td>4.7%</td>
<td>4.5%</td>
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</tr>
<tr>
<td>Hancock</td>
<td>-</td>
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<td>-1.8%</td>
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</tr>
<tr>
<td>Jefferson</td>
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<td>2.8%</td>
<td>2.7%</td>
<td>2.6%</td>
<td>2.0%</td>
<td>1.9%</td>
<td>1.8%</td>
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<td></td>
</tr>
<tr>
<td>Jenkins</td>
<td>-</td>
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<td>2.9%</td>
<td>2.9%</td>
<td>2.8%</td>
<td>2.7%</td>
<td>1.1%</td>
<td>1.1%</td>
<td>1.0%</td>
<td>1.0%</td>
<td>2.0%</td>
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<td>-4.4%</td>
<td>-7.5%</td>
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</tr>
<tr>
<td>Lincoln</td>
<td>-</td>
<td>3.3%</td>
<td>3.2%</td>
<td>3.1%</td>
<td>3.0%</td>
<td>2.9%</td>
<td>1.8%</td>
<td>1.8%</td>
<td>1.7%</td>
<td>1.7%</td>
<td>0.3%</td>
<td>0.3%</td>
<td>-2.8%</td>
<td>-12.0%</td>
<td>-15.3%</td>
<td>-12.3%</td>
<td>-5.6%</td>
<td></td>
</tr>
<tr>
<td>Madison</td>
<td>-</td>
<td>4.8%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>4.0%</td>
<td>3.9%</td>
<td>3.7%</td>
<td>3.6%</td>
<td>3.5%</td>
<td>3.4%</td>
<td>3.7%</td>
<td>3.5%</td>
<td>12.3%</td>
<td>2.2%</td>
<td>-2.0%</td>
<td>-2.5%</td>
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</tr>
<tr>
<td>Richmond</td>
<td>-</td>
<td>5.1%</td>
<td>4.8%</td>
<td>4.6%</td>
<td>4.4%</td>
<td>4.2%</td>
<td>3.5%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>3.1%</td>
<td>3.0%</td>
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<td>2.9%</td>
<td>-4.3%</td>
<td>-5.7%</td>
<td>-2.1%</td>
<td>3.7%</td>
</tr>
<tr>
<td>Screven</td>
<td>-</td>
<td>4.2%</td>
<td>4.0%</td>
<td>3.9%</td>
<td>3.7%</td>
<td>3.6%</td>
<td>1.9%</td>
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<td>1.9%</td>
<td>1.8%</td>
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<td>0.5%</td>
<td>0.5%</td>
<td>-0.7%</td>
<td>-7.9%</td>
<td>-12.1%</td>
<td>-8.5%</td>
<td>-1.6%</td>
</tr>
<tr>
<td>Taliaferro</td>
<td>-</td>
<td>5.2%</td>
<td>5.0%</td>
<td>4.7%</td>
<td>4.5%</td>
<td>4.3%</td>
<td>1.6%</td>
<td>1.5%</td>
<td>1.5%</td>
<td>1.5%</td>
<td>1.5%</td>
<td>-1.9%</td>
<td>-2.0%</td>
<td>-8.5%</td>
<td>-9.3%</td>
<td>-14.3%</td>
<td>-13.0%</td>
<td>-7.0%</td>
</tr>
<tr>
<td>Warren</td>
<td>-</td>
<td>1.7%</td>
<td>1.6%</td>
<td>1.6%</td>
<td>1.6%</td>
<td>2.0%</td>
<td>1.9%</td>
<td>1.9%</td>
<td>1.9%</td>
<td>1.8%</td>
<td>-0.1%</td>
<td>-0.1%</td>
<td>-4.9%</td>
<td>-12.7%</td>
<td>-14.8%</td>
<td>-13.2%</td>
<td>-5.3%</td>
<td></td>
</tr>
<tr>
<td>Washington</td>
<td>-</td>
<td>3.9%</td>
<td>3.7%</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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Source: Authors’ analysis of population projections from the Governor's Office of Planning and Budget, Series 2015
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table I8: FY 2018 Program Funding and Trips for Central Savannah River Area, DHS Region 7

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Source: Authors’ analysis of administrative data provided by Georgia DHS and DCH
Table I9: Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>All Members, Monthly Average</th>
<th>60+ Members, Monthly Average</th>
<th>All Members Accessing NEMT</th>
<th>60+ Members Accessing NEMT</th>
<th>Total Capitation Amount for All Members</th>
<th>Capitation Amount for Members 60+</th>
<th>Number of One-Way Trips for All Members</th>
<th>Number of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appling</td>
<td>5,178</td>
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<td>186</td>
<td>68</td>
<td>$291,889</td>
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<td>790</td>
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<tr>
<td>Bleckley</td>
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<td>210</td>
<td>49</td>
<td>$145,919</td>
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<td>1,373</td>
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<td>Candler</td>
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<td>580</td>
<td>312</td>
<td>137</td>
<td>$197,148</td>
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<td>2,797</td>
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<td>$25,620</td>
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<td>1,549</td>
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<tr>
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<td>203</td>
<td>64</td>
<td>$263,465</td>
<td>$14,581</td>
<td>2,283</td>
<td>730</td>
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<tr>
<td>Johnson</td>
<td>2,375</td>
<td>493</td>
<td>266</td>
<td>117</td>
<td>$130,954</td>
<td>$17,523</td>
<td>5,306</td>
<td>1,927</td>
</tr>
<tr>
<td>Laurens</td>
<td>14,247</td>
<td>1,785</td>
<td>1,227</td>
<td>324</td>
<td>$714,279</td>
<td>$51,458</td>
<td>24,682</td>
<td>4,860</td>
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<tr>
<td>Montgomery</td>
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<td>118</td>
<td>25</td>
<td>$106,546</td>
<td>$9,194</td>
<td>2,587</td>
<td>1,233</td>
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<tr>
<td>Tattnall</td>
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<td>445</td>
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<td>$30,094</td>
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<tr>
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<td>$178,969</td>
<td>$19,936</td>
<td>6,353</td>
<td>1,998</td>
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<tr>
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<td>245</td>
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<td>$50,762</td>
<td>7,493</td>
<td>3,351</td>
</tr>
<tr>
<td>Treutlen</td>
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<td>354</td>
<td>141</td>
<td>50</td>
<td>$104,964</td>
<td>$11,256</td>
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<td>975</td>
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<tr>
<td>Wayne</td>
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<td>405</td>
<td>110</td>
<td>$449,064</td>
<td>$31,795</td>
<td>4,743</td>
<td>1,180</td>
</tr>
<tr>
<td>Wheeler</td>
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<td>269</td>
<td>121</td>
<td>46</td>
<td>$90,811</td>
<td>$8,601</td>
<td>925</td>
<td>541</td>
</tr>
<tr>
<td>Wilcox</td>
<td>2,225</td>
<td>382</td>
<td>224</td>
<td>80</td>
<td>$125,419</td>
<td>$13,601</td>
<td>2,985</td>
<td>791</td>
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<td><strong>Regional Total</strong></td>
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<td><strong>6,162</strong></td>
<td><strong>2,052</strong></td>
<td><strong>$4,545,585</strong></td>
<td><strong>$395,001</strong></td>
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<td><strong>27,623</strong></td>
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</table>

Source: Authors’ analysis of administrative data provided by DCH
Table I10: Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>Percentage of Monthly Average Members that are 60+</th>
<th>Percentage of Members Accessing NEMT that are 60+</th>
<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appling</td>
<td>13%</td>
<td>37%</td>
<td>7%</td>
<td>38%</td>
</tr>
<tr>
<td>Bleckley</td>
<td>13%</td>
<td>23%</td>
<td>8%</td>
<td>25%</td>
</tr>
<tr>
<td>Candler</td>
<td>17%</td>
<td>44%</td>
<td>12%</td>
<td>42%</td>
</tr>
<tr>
<td>Dodge</td>
<td>15%</td>
<td>31%</td>
<td>10%</td>
<td>27%</td>
</tr>
<tr>
<td>Emanuel</td>
<td>15%</td>
<td>36%</td>
<td>9%</td>
<td>30%</td>
</tr>
<tr>
<td>Evans</td>
<td>12%</td>
<td>26%</td>
<td>7%</td>
<td>38%</td>
</tr>
<tr>
<td>Jeff Davis</td>
<td>12%</td>
<td>32%</td>
<td>6%</td>
<td>32%</td>
</tr>
<tr>
<td>Johnson</td>
<td>21%</td>
<td>44%</td>
<td>13%</td>
<td>36%</td>
</tr>
<tr>
<td>Laurens</td>
<td>13%</td>
<td>26%</td>
<td>7%</td>
<td>20%</td>
</tr>
<tr>
<td>Montgomery</td>
<td>15%</td>
<td>21%</td>
<td>9%</td>
<td>48%</td>
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<tr>
<td>Tattnall</td>
<td>14%</td>
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<td>9%</td>
<td>47%</td>
</tr>
<tr>
<td>Telfair</td>
<td>17%</td>
<td>40%</td>
<td>11%</td>
<td>31%</td>
</tr>
<tr>
<td>Toombs</td>
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<td>45%</td>
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<tr>
<td>Treutlen</td>
<td>18%</td>
<td>35%</td>
<td>11%</td>
<td>36%</td>
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<tr>
<td>Wayne</td>
<td>13%</td>
<td>27%</td>
<td>7%</td>
<td>25%</td>
</tr>
<tr>
<td>Wheeler</td>
<td>16%</td>
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<td>9%</td>
<td>58%</td>
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<tr>
<td>Wilcox</td>
<td>17%</td>
<td>36%</td>
<td>11%</td>
<td>26%</td>
</tr>
<tr>
<td><strong>Regional Percentage</strong></td>
<td><strong>14%</strong></td>
<td><strong>33%</strong></td>
<td><strong>9%</strong></td>
<td><strong>31%</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
<table>
<thead>
<tr>
<th>Name</th>
<th>Mode *</th>
<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
<th>Vehicle Revenue Miles</th>
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</thead>
<tbody>
<tr>
<td>Warren Country Transmission</td>
<td>DR</td>
<td>$0.90</td>
<td>0.04</td>
<td>$29.57</td>
<td>1.4</td>
<td>$21.18</td>
<td>$0.00</td>
<td>$4,698</td>
<td>$110,834</td>
<td>5,232</td>
<td>3,748</td>
<td>53,168</td>
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<td>DR</td>
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<td>0.09</td>
<td>$20.05</td>
<td>1.9</td>
<td>$10.32</td>
<td>$0.00</td>
<td>$5,302</td>
<td>$59,642</td>
<td>5,779</td>
<td>2,974</td>
<td>35,758</td>
</tr>
<tr>
<td>Glasscock County Transit</td>
<td>DR</td>
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<td>0.04</td>
<td>$18.45</td>
<td>1.7</td>
<td>$11.17</td>
<td>$0.00</td>
<td>$3,175</td>
<td>$72,799</td>
<td>6,515</td>
<td>3,946</td>
<td>41,068</td>
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<tr>
<td>Lincoln County Transit</td>
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<td>0.03</td>
<td>$11.92</td>
<td>1.7</td>
<td>$6.89</td>
<td>$0.00</td>
<td>$2,389</td>
<td>$71,348</td>
<td>10,359</td>
<td>5,984</td>
<td>44,624</td>
</tr>
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<td>DR</td>
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<td>0.04</td>
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<td>4.6</td>
<td>$5.85</td>
<td>$0.00</td>
<td>$9,818</td>
<td>$230,204</td>
<td>39,341</td>
<td>8,502</td>
<td>129,635</td>
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<tr>
<td>Wilkes County Commission Transit</td>
<td>DR</td>
<td>$1.18</td>
<td>0.10</td>
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<td>$11.85</td>
<td>$0.00</td>
<td>$18,057</td>
<td>$181,557</td>
<td>15,317</td>
<td>5,550</td>
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<tr>
<td>Handcock County Transit</td>
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<td>0.08</td>
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<td>$8.02</td>
<td>$0.00</td>
<td>$11,697</td>
<td>$143,203</td>
<td>17,866</td>
<td>10,336</td>
<td>150,536</td>
</tr>
<tr>
<td>Augusta Richmond County Transit Department</td>
<td>MB</td>
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<td>0.18</td>
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<td>$4.46</td>
<td>$1.43</td>
<td>$615,927</td>
<td>$3,419,653</td>
<td>767,109</td>
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<td>Burke County Transit</td>
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<td>$0.00</td>
<td>$17,666</td>
<td>$269,420</td>
<td>18,542</td>
<td>7,756</td>
<td>154,947</td>
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<td>Jefferson County Transit</td>
<td>DR</td>
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<td>0.11</td>
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<td>$0.00</td>
<td>$35,657</td>
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<td>26,833</td>
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<td>206,781</td>
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<td>$9.56</td>
<td>$0.00</td>
<td>$28,162</td>
<td>$537,314</td>
<td>56,226</td>
<td>15,596</td>
<td>273,563</td>
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<td>Total</td>
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<td></td>
<td></td>
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<td>$5,421,275</td>
<td>969,119</td>
<td>120,119</td>
<td>1,752,209</td>
</tr>
</tbody>
</table>

*Modes: Bus mode (MB) and demand-response services (DR). Note: All bus mode, heavy rail, and demand-response services, where available, were included.

Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
Regional Highlights and Barriers

Central Savannah River Area AAA staff were surveyed to gain insight into facilitators and barriers to transportation access within the region. The AAA has previously initiated several attempts to mitigate specific unmet needs through the Coordinated Transportation System, such as a dialysis transportation pilot program, but has encountered challenges in sustaining these efforts due to limited funding.

- **Highlights in service**
  - Piloted a dialysis transportation program last state fiscal year
    - Addressed one of the most prominent unmet needs in the region
    - However, found that the need was greater than anticipated, and had to end the program due to inadequate funding
- **Barriers to service access**
  - The most significant provider-reported unmet needs included
    - Recurring specialized transportation needs (e.g., recurring medical treatments like dialysis)
    - Limited public transportation services and hours
    - Excessive ride times for round-trips
    - Cost of using public transit and affordability issues
    - Insufficient public transit frequencies
  - Respondents highlighted after-hours transportation services as a significant unmet need for quality-of-life trips.
    - Specifically to special events that seniors want to attend, but cannot as they do not drive after dark or do not have an alternative transportation option
  - Respondents also indicated a desire to start a voucher program, but that cost is a barrier.
  - Seniors not connected to senior centers were identified as an underserved population.
APPENDIX J: REGIONAL PROFILE FOR HEART OF GEORGIA, DHS REGION 9

The Heart of Georgia region is comprised of 17 counties, as illustrated in Figure J1. In 2016, the 65 and older population living in the region totaled 45,505, 15% of the region’s population. The region will experience an increase of 41% in the 65 and older population between 2016 and 2025, and a 21% increase between 2025 and 2040.

Figure J1: Heart of Georgia Region Counties
Table J1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appling County</td>
<td>2,835</td>
<td>4,288</td>
<td>5,133</td>
</tr>
<tr>
<td>Bleckley County</td>
<td>2,156</td>
<td>2,374</td>
<td>2,506</td>
</tr>
<tr>
<td>Candler County</td>
<td>1,820</td>
<td>2,499</td>
<td>2,708</td>
</tr>
<tr>
<td>Dodge County</td>
<td>3,170</td>
<td>4,502</td>
<td>5,467</td>
</tr>
<tr>
<td>Emanuel County</td>
<td>3,545</td>
<td>5,163</td>
<td>6,048</td>
</tr>
<tr>
<td>Evans County</td>
<td>1,685</td>
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<td>2,693</td>
</tr>
<tr>
<td>Jeff Davis County</td>
<td>2,093</td>
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<tr>
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<td>1,493</td>
<td>2,134</td>
<td>2,632</td>
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<tr>
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<td>12,364</td>
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<tr>
<td>Montgomery County</td>
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<td>2,197</td>
</tr>
<tr>
<td>Tattnall County</td>
<td>3,056</td>
<td>4,948</td>
<td>6,912</td>
</tr>
<tr>
<td>Telfair County</td>
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<tr>
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<td>4,074</td>
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<td>6,536</td>
</tr>
<tr>
<td>Treutlen County</td>
<td>1,161</td>
<td>1,470</td>
<td>1,649</td>
</tr>
<tr>
<td>Wayne County</td>
<td>4,321</td>
<td>6,592</td>
<td>8,273</td>
</tr>
<tr>
<td>Wheeler County</td>
<td>1,031</td>
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<td>2,671</td>
</tr>
<tr>
<td>Wilcox County</td>
<td>1,421</td>
<td>1,847</td>
<td>2,209</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>45,505</strong></td>
<td><strong>64,258</strong></td>
<td><strong>77,981</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table J2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appling County</td>
<td>12.5%</td>
<td>18.0%</td>
<td>22.3%</td>
</tr>
<tr>
<td>Bleckley County</td>
<td>17.0%</td>
<td>20.4%</td>
<td>21.3%</td>
</tr>
<tr>
<td>Candler County</td>
<td>12.4%</td>
<td>17.7%</td>
<td>21.6%</td>
</tr>
<tr>
<td>Dodge County</td>
<td>15.2%</td>
<td>21.1%</td>
<td>22.4%</td>
</tr>
<tr>
<td>Emanuel County</td>
<td>11.3%</td>
<td>17.7%</td>
<td>21.6%</td>
</tr>
<tr>
<td>Evans County</td>
<td>11.8%</td>
<td>16.7%</td>
<td>21.4%</td>
</tr>
<tr>
<td>Jeff Davis County</td>
<td>11.1%</td>
<td>16.6%</td>
<td>21.9%</td>
</tr>
<tr>
<td>Johnson County</td>
<td>16.6%</td>
<td>21.7%</td>
<td>22.8%</td>
</tr>
<tr>
<td>Laurens County</td>
<td>15.2%</td>
<td>19.6%</td>
<td>21.9%</td>
</tr>
<tr>
<td>Montgomery County</td>
<td>15.7%</td>
<td>19.7%</td>
<td>22.4%</td>
</tr>
<tr>
<td>Tattnall County</td>
<td>12.8%</td>
<td>17.2%</td>
<td>21.8%</td>
</tr>
<tr>
<td>Telfair County</td>
<td>11.9%</td>
<td>16.8%</td>
<td>22.5%</td>
</tr>
<tr>
<td>Toombs County</td>
<td>14.0%</td>
<td>18.8%</td>
<td>21.3%</td>
</tr>
<tr>
<td>Treutlen County</td>
<td>14.8%</td>
<td>19.3%</td>
<td>22.4%</td>
</tr>
<tr>
<td>Wayne County</td>
<td>10.0%</td>
<td>15.2%</td>
<td>22.1%</td>
</tr>
<tr>
<td>Wheeler County</td>
<td>13.6%</td>
<td>17.5%</td>
<td>22.6%</td>
</tr>
<tr>
<td>Wilcox County</td>
<td>15.6%</td>
<td>20.7%</td>
<td>22.4%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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<th>Population Aged 75 to 84</th>
<th>Population Aged 85 and Older</th>
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Source: Authors' analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table J4: Percentage Change by Year and Age Group, Heart of Georgia Region

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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Table J5: Percentage Change Aged 65 to 74 by County by Year

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table J8: FY 2018 Program Funding and Trips for Heart of Georgia, DHS Region 9

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Source: Authors’ analysis of administrative data provided by Georgia DHS and DCH
### Table J9: Medicaid NEMT Data for FY 2018 by County

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<th>60+ Members, Monthly Average</th>
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<th>60+ Members Accessing NEMT</th>
<th>Total Capitation Amount for All Members</th>
<th>Capitation Amount for Members 60+</th>
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<td>$30,094</td>
</tr>
<tr>
<td>Telfair</td>
<td>3,473</td>
<td>594</td>
<td>430</td>
<td>172</td>
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<td>$19,936</td>
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<tr>
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<td>1,449</td>
<td>625</td>
<td>245</td>
<td>$508,604</td>
<td>$50,762</td>
</tr>
<tr>
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<td>354</td>
<td>141</td>
<td>50</td>
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<td>$11,256</td>
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<tr>
<td>Wayne</td>
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<td>405</td>
<td>110</td>
<td>$449,064</td>
<td>$31,795</td>
</tr>
<tr>
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<td>1,664</td>
<td>269</td>
<td>121</td>
<td>46</td>
<td>$90,811</td>
<td>$8,601</td>
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<tr>
<td>Wilcox</td>
<td>2,225</td>
<td>382</td>
<td>224</td>
<td>80</td>
<td>$125,419</td>
<td>$13,601</td>
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<tr>
<td><strong>Regional Total</strong></td>
<td><strong>83,732</strong></td>
<td><strong>12,123</strong></td>
<td><strong>6,162</strong></td>
<td><strong>2,052</strong></td>
<td><strong>$4,545,585</strong></td>
<td><strong>$395,001</strong></td>
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</table>

Source: Authors’ analysis of administrative data provided by DCH
<table>
<thead>
<tr>
<th>County</th>
<th>Percentage of Monthly Average Members that are 60+</th>
<th>Percentage of Members Accessing NEMT that are 60+</th>
<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Appling</td>
<td>13%</td>
<td>37%</td>
<td>7%</td>
<td>38%</td>
</tr>
<tr>
<td>Bleckley</td>
<td>13%</td>
<td>23%</td>
<td>8%</td>
<td>25%</td>
</tr>
<tr>
<td>Candler</td>
<td>17%</td>
<td>44%</td>
<td>12%</td>
<td>42%</td>
</tr>
<tr>
<td>Dodge</td>
<td>15%</td>
<td>31%</td>
<td>10%</td>
<td>27%</td>
</tr>
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<td>Emanuel</td>
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<td>36%</td>
<td>9%</td>
<td>30%</td>
</tr>
<tr>
<td>Evans</td>
<td>12%</td>
<td>26%</td>
<td>7%</td>
<td>38%</td>
</tr>
<tr>
<td>Jeff Davis</td>
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<td>32%</td>
<td>6%</td>
<td>32%</td>
</tr>
<tr>
<td>Johnson</td>
<td>21%</td>
<td>44%</td>
<td>13%</td>
<td>36%</td>
</tr>
<tr>
<td>Laurens</td>
<td>13%</td>
<td>26%</td>
<td>7%</td>
<td>20%</td>
</tr>
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<td>Montgomery</td>
<td>15%</td>
<td>21%</td>
<td>9%</td>
<td>48%</td>
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<tr>
<td>Tattnall</td>
<td>14%</td>
<td>38%</td>
<td>9%</td>
<td>47%</td>
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<td>Toombs</td>
<td>16%</td>
<td>39%</td>
<td>10%</td>
<td>45%</td>
</tr>
<tr>
<td>Treutlen</td>
<td>18%</td>
<td>35%</td>
<td>11%</td>
<td>36%</td>
</tr>
<tr>
<td>Wayne</td>
<td>13%</td>
<td>27%</td>
<td>7%</td>
<td>25%</td>
</tr>
<tr>
<td>Wheeler</td>
<td>16%</td>
<td>38%</td>
<td>9%</td>
<td>58%</td>
</tr>
<tr>
<td>Wilcox</td>
<td>17%</td>
<td>36%</td>
<td>11%</td>
<td>26%</td>
</tr>
<tr>
<td><strong>Regional Percentage</strong></td>
<td><strong>14%</strong></td>
<td><strong>33%</strong></td>
<td><strong>9%</strong></td>
<td><strong>31%</strong></td>
</tr>
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</table>

Source: Authors’ analysis of administrative data provided by DCH
Table J11: Public Transportation Data for the Regional Transit Providers

<table>
<thead>
<tr>
<th>Name</th>
<th>Mode*</th>
<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
<th>Vehicle Revenue Miles</th>
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</thead>
<tbody>
<tr>
<td>Wheeler County Transit</td>
<td>DR</td>
<td>$1.13</td>
<td></td>
<td>$51.89</td>
<td>1.5</td>
<td>$34.55</td>
<td>$0.00</td>
<td>$4,002</td>
<td>$122,719</td>
<td>3,552</td>
<td>2,365</td>
<td>49,369</td>
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<tr>
<td>Wilcox County Transit</td>
<td>DR</td>
<td>$1.07</td>
<td></td>
<td>$22.38</td>
<td>0.7</td>
<td>$32.87</td>
<td>$0.00</td>
<td>$5,264</td>
<td>$162,399</td>
<td>4,941</td>
<td>7,257</td>
<td>157,931</td>
</tr>
<tr>
<td>Bleckley County Transit</td>
<td>DR</td>
<td>$1.79</td>
<td></td>
<td>$23.14</td>
<td>1.1</td>
<td>$21.59</td>
<td>$0.00</td>
<td>$10,274</td>
<td>$124,052</td>
<td>5,746</td>
<td>5,361</td>
<td>59,981</td>
</tr>
<tr>
<td>Telfair County Transit</td>
<td>DR</td>
<td>$0.24</td>
<td></td>
<td>$33.60</td>
<td>2.6</td>
<td>$12.72</td>
<td>$0.00</td>
<td>$2,449</td>
<td>$131,438</td>
<td>10,337</td>
<td>3,912</td>
<td>40,690</td>
</tr>
<tr>
<td>Dodge County Transit</td>
<td>DR</td>
<td>$0.47</td>
<td></td>
<td>$30.84</td>
<td>2.6</td>
<td>$12.01</td>
<td>$0.00</td>
<td>$6,569</td>
<td>$167,538</td>
<td>13,947</td>
<td>5,433</td>
<td>65,243</td>
</tr>
<tr>
<td>Wayne County Transit</td>
<td>DR</td>
<td>$1.15</td>
<td></td>
<td>$22.69</td>
<td>2.8</td>
<td>$8.21</td>
<td>$0.00</td>
<td>$52,724</td>
<td>$377,602</td>
<td>45,979</td>
<td>16,639</td>
<td>365,289</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>$81,282</strong></td>
<td><strong>$1,085,748</strong></td>
<td><strong>84,502</strong></td>
<td><strong>40,967</strong></td>
<td><strong>738,503</strong></td>
</tr>
</tbody>
</table>

*Modes: Bus mode (MB) and demand-response services (DR). Note: All bus mode, heavy rail, and demand-response services, where available, were included.
Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
Regional Highlights and Barriers

Heart of Georgia AAA staff were surveyed regarding transportation strategies and programs that have been effective, as well as barriers to access within the region. The region is highly rural, which creates challenges in service delivery.

- **Highlights in service**
  - Several counties operate vans to transport older adults to and from senior centers.
    - Increases access for older adults in rural counties
- **Barriers to service access**
  - The most significant provider-reported unmet needs included:
    - Limited public transportation services and hours
    - Recurring specialized transportation needs (e.g., recurring medical treatments like dialysis)
    - Recurring and/or accessibility of information about services
    - Challenges related to language or cultural competency
- **Older adults who are not connected to senior centers** were identified as an underserved group within the region.
APPENDIX K: REGIONAL PROFILE FOR SOUTHWEST GEORGIA, DHS REGION 10

The Southwest Georgia region is comprised of 14 counties, as illustrated in Figure K1. In 2016, the 65 and older population living in the region totaled 52,523, 15% of the region’s population. The region will experience the greatest increase in the 65 and older population, a 42% percent change between 2016 and 2025, and a 21% increase between 2025 and 2040.

Figure K1: Southwest Georgia Region Counties
### Table K1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baker County</td>
<td>637</td>
<td>770</td>
<td>689</td>
</tr>
<tr>
<td>Calhoun County</td>
<td>805</td>
<td>1,169</td>
<td>1,589</td>
</tr>
<tr>
<td>Colquitt County</td>
<td>6,394</td>
<td>9,210</td>
<td>12,003</td>
</tr>
<tr>
<td>Decatur County</td>
<td>4,222</td>
<td>5,854</td>
<td>7,066</td>
</tr>
<tr>
<td>Dougherty County</td>
<td>12,372</td>
<td>16,840</td>
<td>17,810</td>
</tr>
<tr>
<td>Early County</td>
<td>1,928</td>
<td>2,249</td>
<td>2,227</td>
</tr>
<tr>
<td>Grady County</td>
<td>4,099</td>
<td>6,016</td>
<td>7,521</td>
</tr>
<tr>
<td>Lee County</td>
<td>3,088</td>
<td>6,583</td>
<td>11,349</td>
</tr>
<tr>
<td>Miller County</td>
<td>1,170</td>
<td>1,480</td>
<td>1,643</td>
</tr>
<tr>
<td>Mitchell County</td>
<td>3,371</td>
<td>4,543</td>
<td>5,183</td>
</tr>
<tr>
<td>Seminole County</td>
<td>1,861</td>
<td>2,398</td>
<td>2,572</td>
</tr>
<tr>
<td>Terrell County</td>
<td>1,607</td>
<td>1,931</td>
<td>1,658</td>
</tr>
<tr>
<td>Thomas County</td>
<td>7,421</td>
<td>10,872</td>
<td>13,829</td>
</tr>
<tr>
<td>Worth County</td>
<td>3,547</td>
<td>4,905</td>
<td>5,308</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>52,523</td>
<td>74,820</td>
<td>90,447</td>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015

### Table K2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baker County</td>
<td>22.3%</td>
<td>30.9%</td>
<td>33.6%</td>
</tr>
<tr>
<td>Calhoun County</td>
<td>17.4%</td>
<td>24.7%</td>
<td>31.2%</td>
</tr>
<tr>
<td>Colquitt County</td>
<td>18.1%</td>
<td>25.0%</td>
<td>30.5%</td>
</tr>
<tr>
<td>Decatur County</td>
<td>19.6%</td>
<td>27.6%</td>
<td>31.8%</td>
</tr>
<tr>
<td>Dougherty County</td>
<td>16.2%</td>
<td>24.9%</td>
<td>30.5%</td>
</tr>
<tr>
<td>Early County</td>
<td>19.8%</td>
<td>25.5%</td>
<td>30.8%</td>
</tr>
<tr>
<td>Grady County</td>
<td>23.8%</td>
<td>30.7%</td>
<td>32.0%</td>
</tr>
<tr>
<td>Lee County</td>
<td>21.6%</td>
<td>28.9%</td>
<td>32.6%</td>
</tr>
<tr>
<td>Miller County</td>
<td>15.8%</td>
<td>24.7%</td>
<td>33.5%</td>
</tr>
<tr>
<td>Mitchell County</td>
<td>16.7%</td>
<td>24.0%</td>
<td>30.6%</td>
</tr>
<tr>
<td>Seminole County</td>
<td>17.6%</td>
<td>26.8%</td>
<td>33.1%</td>
</tr>
<tr>
<td>Terrell County</td>
<td>20.0%</td>
<td>26.8%</td>
<td>30.8%</td>
</tr>
<tr>
<td>Thomas County</td>
<td>19.7%</td>
<td>29.5%</td>
<td>32.9%</td>
</tr>
<tr>
<td>Worth County</td>
<td>16.0%</td>
<td>24.9%</td>
<td>33.1%</td>
</tr>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table K3: Population Change by Year and Age Group, Southwest Georgia Region

<table>
<thead>
<tr>
<th>Year</th>
<th>Population Aged 65 to 74</th>
<th>Population Aged 75 to 84</th>
<th>Population Aged 85 and Older</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>43,889</td>
<td>22,294</td>
<td>6,147</td>
</tr>
<tr>
<td>2014</td>
<td>45,421</td>
<td>23,573</td>
<td>6,109</td>
</tr>
<tr>
<td>2015</td>
<td>46,953</td>
<td>24,852</td>
<td>6,070</td>
</tr>
<tr>
<td>2016</td>
<td>48,486</td>
<td>26,131</td>
<td>6,031</td>
</tr>
<tr>
<td>2017</td>
<td>50,018</td>
<td>27,410</td>
<td>5,992</td>
</tr>
<tr>
<td>2018</td>
<td>51,550</td>
<td>28,689</td>
<td>5,953</td>
</tr>
<tr>
<td>2019</td>
<td>52,922</td>
<td>30,319</td>
<td>6,054</td>
</tr>
<tr>
<td>2020</td>
<td>54,294</td>
<td>31,949</td>
<td>6,155</td>
</tr>
<tr>
<td>2021</td>
<td>55,666</td>
<td>33,579</td>
<td>6,256</td>
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<tr>
<td>2022</td>
<td>57,038</td>
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</tr>
<tr>
<td>2023</td>
<td>58,410</td>
<td>36,840</td>
<td>6,457</td>
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<tr>
<td>2024</td>
<td>59,674</td>
<td>38,208</td>
<td>6,673</td>
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<tr>
<td>2025</td>
<td>60,939</td>
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<td>2035</td>
<td>67,436</td>
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<td>10,106</td>
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<tr>
<td>2040</td>
<td>66,861</td>
<td>56,577</td>
<td>11,942</td>
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<tr>
<td>2045</td>
<td>66,020</td>
<td>58,437</td>
<td>13,526</td>
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<tr>
<td>2050</td>
<td>67,652</td>
<td>58,489</td>
<td>14,509</td>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table K4: Percentage Change by Year and Age Group, Southwest Georgia Region

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<tbody>
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<td>Percentage change 65 to 74</td>
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</tr>
<tr>
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<td>-</td>
<td>3.5%</td>
<td>3.4%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>3.1%</td>
<td>2.7%</td>
<td>2.6%</td>
<td>2.5%</td>
<td>2.5%</td>
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<td>2.2%</td>
<td>2.1%</td>
<td>8.0%</td>
<td>2.5%</td>
<td>-0.9%</td>
<td>-1.3%</td>
<td>2.5%</td>
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<tr>
<td>Percentage change 75 to 84</td>
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</tr>
<tr>
<td></td>
<td>-</td>
<td>5.7%</td>
<td>5.4%</td>
<td>5.1%</td>
<td>4.9%</td>
<td>4.7%</td>
<td>5.7%</td>
<td>5.4%</td>
<td>5.1%</td>
<td>4.9%</td>
<td>4.6%</td>
<td>3.7%</td>
<td>3.6%</td>
<td>16.6%</td>
<td>12.9%</td>
<td>8.5%</td>
<td>3.3%</td>
<td>0.1%</td>
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<td>Percentage change 85 or older</td>
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</tr>
<tr>
<td></td>
<td>-</td>
<td>-0.6%</td>
<td>-0.6%</td>
<td>-0.6%</td>
<td>-0.6%</td>
<td>1.7%</td>
<td>1.7%</td>
<td>1.6%</td>
<td>1.6%</td>
<td>1.6%</td>
<td>3.3%</td>
<td>3.2%</td>
<td>20.0%</td>
<td>22.2%</td>
<td>18.2%</td>
<td>13.3%</td>
<td>7.3%</td>
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</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
<table>
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<tr>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Baker</td>
<td>-</td>
<td>6.6%</td>
<td>6.2%</td>
<td>5.8%</td>
<td>5.5%</td>
<td>5.2%</td>
<td>1.5%</td>
<td>1.5%</td>
<td>1.5%</td>
<td>1.4%</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table K6: Percentage Change Aged 75 to 84 by County by Year

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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<td></td>
</tr>
<tr>
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<td>5.2%</td>
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<tr>
<td>Miller</td>
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<td>-1.2%</td>
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<td>1.6%</td>
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<tr>
<td>Mitchell</td>
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<td>-1.9%</td>
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<td>2.5%</td>
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<td>4.5%</td>
<td>4.3%</td>
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<td>2.3%</td>
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<td>3.9%</td>
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<td></td>
</tr>
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<td>-1.4%</td>
<td>-1.5%</td>
<td>1.1%</td>
<td>1.1%</td>
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<td>1.0%</td>
<td>4.3%</td>
<td>4.2%</td>
<td>23.9%</td>
<td>20.1%</td>
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<td>3.2%</td>
<td></td>
<td></td>
</tr>
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</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table K8: FY 2018 Program Funding and Trips for Southwest Georgia, DHS Region 10

<table>
<thead>
<tr>
<th>Program</th>
<th>Funding Source</th>
<th>Trips</th>
<th>Expenditures</th>
</tr>
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<tbody>
<tr>
<td>DHS Coordinated Transportation</td>
<td>5310 Non-Urban/Rural</td>
<td>2229</td>
<td>$16,714.64</td>
</tr>
<tr>
<td></td>
<td>5310 UZA</td>
<td>13,931</td>
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</tr>
<tr>
<td></td>
<td>SSBG Fed</td>
<td>4,771</td>
<td>$35,788.97</td>
</tr>
<tr>
<td></td>
<td>SSBG match</td>
<td>0</td>
<td>$4,880.31</td>
</tr>
<tr>
<td></td>
<td>SSBG (Offset)</td>
<td>0</td>
<td>($4,880.31)</td>
</tr>
<tr>
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<td>TTS SSBG</td>
<td>11,554</td>
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<tr>
<td></td>
<td>Title III Fed</td>
<td>22,036</td>
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<td>Title III State</td>
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<td>Title III Match</td>
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<td>Title III (Offset)</td>
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<tr>
<td></td>
<td>Total</td>
<td>57,127</td>
<td>$425,781.16</td>
</tr>
<tr>
<td>DCH Medicaid non-emergency medical transportation, 60 and older only</td>
<td>Medicaid funds</td>
<td>41,067</td>
<td>$482,758</td>
</tr>
<tr>
<td>Grand Total</td>
<td></td>
<td>98,194</td>
<td>$908,539.16</td>
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Source: Authors’ analysis of administrative data provided by Georgia DHS and DCH
Table K9: Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>All Members, Monthly Average</th>
<th>60+ Members, Monthly Average</th>
<th>All Members Accessing NEMT</th>
<th>60+ Members Accessing NEMT</th>
<th>Total Capitation Amount for All Members</th>
<th>Capitation Amount for Members 60+</th>
<th>Number of One-Way Trips for All Members</th>
<th>Number of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baker</td>
<td>809</td>
<td>138</td>
<td>57</td>
<td>10</td>
<td>$43,831</td>
<td>$2,950</td>
<td>812</td>
<td>167</td>
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<tr>
<td>Calhoun</td>
<td>1,963</td>
<td>380</td>
<td>217</td>
<td>83</td>
<td>$112,107</td>
<td>$15,188</td>
<td>3,275</td>
<td>1,539</td>
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<tr>
<td>Colquitt</td>
<td>14,502</td>
<td>1,791</td>
<td>765</td>
<td>307</td>
<td>$834,284</td>
<td>$61,028</td>
<td>10,322</td>
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<tr>
<td>Decatur</td>
<td>9,663</td>
<td>1,182</td>
<td>553</td>
<td>167</td>
<td>$530,848</td>
<td>$37,777</td>
<td>6,716</td>
<td>2,013</td>
</tr>
<tr>
<td>Dougherty</td>
<td>30,015</td>
<td>3,737</td>
<td>2,311</td>
<td>611</td>
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<td>$138,005</td>
<td>42,018</td>
<td>14,147</td>
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<tr>
<td>Early</td>
<td>3,659</td>
<td>637</td>
<td>337</td>
<td>97</td>
<td>$206,422</td>
<td>$22,264</td>
<td>4,199</td>
<td>1,859</td>
</tr>
<tr>
<td>Grady</td>
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<td>408</td>
<td>121</td>
<td>$386,959</td>
<td>$26,687</td>
<td>6,135</td>
<td>2,367</td>
</tr>
<tr>
<td>Lee</td>
<td>5,301</td>
<td>445</td>
<td>116</td>
<td>35</td>
<td>$293,845</td>
<td>$12,479</td>
<td>2,377</td>
<td>1,064</td>
</tr>
<tr>
<td>Miller</td>
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<td>298</td>
<td>119</td>
<td>39</td>
<td>$102,283</td>
<td>$10,597</td>
<td>1,135</td>
<td>274</td>
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<tr>
<td>Mitchell</td>
<td>7,026</td>
<td>1,117</td>
<td>665</td>
<td>191</td>
<td>$394,949</td>
<td>$34,614</td>
<td>7,238</td>
<td>2,951</td>
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<tr>
<td>Seminole</td>
<td>2,734</td>
<td>441</td>
<td>132</td>
<td>41</td>
<td>$149,164</td>
<td>$13,800</td>
<td>1,568</td>
<td>738</td>
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<tr>
<td>Terrell</td>
<td>3,237</td>
<td>572</td>
<td>279</td>
<td>83</td>
<td>$187,117</td>
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<td>4,498</td>
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<tr>
<td>Thomas</td>
<td>12,858</td>
<td>1,948</td>
<td>820</td>
<td>305</td>
<td>$720,569</td>
<td>$62,344</td>
<td>15,806</td>
<td>5,041</td>
</tr>
<tr>
<td>Worth</td>
<td>5,201</td>
<td>881</td>
<td>308</td>
<td>109</td>
<td>$291,849</td>
<td>$25,259</td>
<td>4,806</td>
<td>2,352</td>
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<tr>
<td>Regional Total</td>
<td>105,778</td>
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<td>7,087</td>
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<td>$6,042,737</td>
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<td>110,905</td>
<td>41,067</td>
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</table>

Source: Authors’ analysis of administrative data provided by DCH
Table K10: Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>Percentage of Monthly Average Members that are 60+</th>
<th>Percentage of Members Accessing NEMT that are 60+</th>
<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Baker</td>
<td>17%</td>
<td>18%</td>
<td>7%</td>
<td>21%</td>
</tr>
<tr>
<td>Calhoun</td>
<td>19%</td>
<td>38%</td>
<td>14%</td>
<td>47%</td>
</tr>
<tr>
<td>Colquitt</td>
<td>12%</td>
<td>40%</td>
<td>7%</td>
<td>43%</td>
</tr>
<tr>
<td>Decatur</td>
<td>12%</td>
<td>30%</td>
<td>7%</td>
<td>30%</td>
</tr>
<tr>
<td>Dougherty</td>
<td>12%</td>
<td>26%</td>
<td>8%</td>
<td>34%</td>
</tr>
<tr>
<td>Early</td>
<td>17%</td>
<td>29%</td>
<td>11%</td>
<td>44%</td>
</tr>
<tr>
<td>Grady</td>
<td>14%</td>
<td>30%</td>
<td>7%</td>
<td>39%</td>
</tr>
<tr>
<td>Lee</td>
<td>8%</td>
<td>30%</td>
<td>4%</td>
<td>45%</td>
</tr>
<tr>
<td>Miller</td>
<td>16%</td>
<td>33%</td>
<td>10%</td>
<td>24%</td>
</tr>
<tr>
<td>Mitchell</td>
<td>16%</td>
<td>29%</td>
<td>9%</td>
<td>41%</td>
</tr>
<tr>
<td>Seminole</td>
<td>16%</td>
<td>31%</td>
<td>9%</td>
<td>47%</td>
</tr>
<tr>
<td>Terrell</td>
<td>18%</td>
<td>30%</td>
<td>11%</td>
<td>47%</td>
</tr>
<tr>
<td>Thomas</td>
<td>15%</td>
<td>37%</td>
<td>9%</td>
<td>32%</td>
</tr>
<tr>
<td>Worth</td>
<td>17%</td>
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<td>9%</td>
<td>49%</td>
</tr>
<tr>
<td><strong>Regional Percentage</strong></td>
<td><strong>14%</strong></td>
<td><strong>31%</strong></td>
<td><strong>8%</strong></td>
<td><strong>37%</strong></td>
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</table>

Source: Authors’ analysis of administrative data provided by DCH
Table K11: Public Transportation Data for the Regional Transit Providers

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<thead>
<tr>
<th>Name</th>
<th>Mode *</th>
<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
<th>Vehicle Revenue Miles</th>
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</thead>
<tbody>
<tr>
<td>Albany Transit System</td>
<td>DR</td>
<td>$2.28</td>
<td>$50.48</td>
<td>1.8</td>
<td>$28.05</td>
<td>$5.19</td>
<td>$33,843</td>
<td>$415,526</td>
<td>14,812</td>
<td>8,231</td>
<td>100,151</td>
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</tr>
<tr>
<td>Thomas County Transit</td>
<td>DR</td>
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<td>$28.40</td>
<td>2.6</td>
<td>$11.05</td>
<td>$0.00</td>
<td>$64,280</td>
<td>$990,729</td>
<td>89,653</td>
<td>34,880</td>
<td>511,109</td>
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</tr>
<tr>
<td>Southwest Georgia RC</td>
<td>DR</td>
<td>$0.61</td>
<td>$31.00</td>
<td>1.6</td>
<td>$19.57</td>
<td>$0.00</td>
<td>$166,488</td>
<td>$5,373,701</td>
<td>274,630</td>
<td>173,327</td>
<td>3,141,668</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>$264,611</td>
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<td>379,095</td>
<td>216,438</td>
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</tr>
</tbody>
</table>

*Modes: Bus mode (MB) and demand-response services (DR). Note: All bus mode, heavy rail, and demand-response services, where available, were included. Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
**Regional Highlights and Barriers**

AAA staff from Southwest Georgia were interviewed to gather information about facilitators and barriers to transportation access within the region. The region is highly rural, but offers a considerable number of DHS-funded transportation options both within and outside of the Coordinated Transportation System.

- **Highlights in service**
  - Scheduling for medical appointments is available through a volunteer transportation coordinator at the AAA.
  - AAA volunteer program provides transportation for special day trips.
  - The Veterans Affairs clinic transports veterans using volunteer drivers through the Retired and Senior Volunteer Program.
  - Plan to start a shuttle service soon in Albany/Lee county
    - Increases access for older adults in rural counties

- **Barriers to service access**
  - The most significant provider-reported unmet needs included:
    - Inadequate demand response services
    - Accessing transit stops, particularly among frail elderly adults
    - Application processes for paratransit
    - Demand response services for dementia patients
    - Recurring specialized transportation needs (e.g., recurring medical treatments like dialysis)
    - Excessive ride times for round-trips
    - Limited public transportation services and hours
  - Frail elderly adults and dementia patients were highlighted as underserved populations within the region.
APPENDIX L: REGIONAL PROFILE FOR SOUTHERN GEORGIA, DHS REGION 11

The Southern Georgia region is comprised of 18 counties, as illustrated in Figure L1. In 2016, the 65 and older population living in the region totaled 55,829, 14% of the region’s population. The region will experience the greatest increase in the 65 and older population, a 44% percent change between 2016 and 2025, and a 24% increase between 2025 and 2040.

Figure L1: Southern Georgia Counties
Table L1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
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</thead>
<tbody>
<tr>
<td>Atkinson County</td>
<td>934</td>
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<td>Bacon County</td>
<td>1,609</td>
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<td>2,663</td>
<td>3,806</td>
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</tr>
<tr>
<td>Berrien County</td>
<td>3,057</td>
<td>4,218</td>
<td>4,783</td>
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<td>Brantley County</td>
<td>2,632</td>
<td>4,501</td>
<td>5,981</td>
</tr>
<tr>
<td>Brooks County</td>
<td>2,879</td>
<td>3,861</td>
<td>3,959</td>
</tr>
<tr>
<td>Charlton County</td>
<td>1,647</td>
<td>2,779</td>
<td>3,977</td>
</tr>
<tr>
<td>Clinch County</td>
<td>1,036</td>
<td>1,486</td>
<td>1,550</td>
</tr>
<tr>
<td>Coffee County</td>
<td>5,380</td>
<td>8,485</td>
<td>11,468</td>
</tr>
<tr>
<td>Cook County</td>
<td>2,514</td>
<td>3,631</td>
<td>4,542</td>
</tr>
<tr>
<td>Echols County</td>
<td>451</td>
<td>708</td>
<td>846</td>
</tr>
<tr>
<td>Irwin County</td>
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<td>2,361</td>
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<tr>
<td>Lanier County</td>
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<td>2,061</td>
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<td>Lowndes County</td>
<td>12,415</td>
<td>16,315</td>
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<td>Pierce County</td>
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<td>Turner County</td>
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<tr>
<td>Ware County</td>
<td>5,672</td>
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</tr>
<tr>
<td><strong>Total</strong></td>
<td>55,831</td>
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<td>99,714</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table L2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atkinson County</td>
<td>15.8%</td>
<td>22.3%</td>
<td>28.5%</td>
</tr>
<tr>
<td>Bacon County</td>
<td>16.8%</td>
<td>23.6%</td>
<td>29.7%</td>
</tr>
<tr>
<td>Ben Hill County</td>
<td>16.7%</td>
<td>23.8%</td>
<td>29.3%</td>
</tr>
<tr>
<td>Berrien County</td>
<td>20.2%</td>
<td>26.8%</td>
<td>30.2%</td>
</tr>
<tr>
<td>Brantley County</td>
<td>14.4%</td>
<td>21.4%</td>
<td>30.4%</td>
</tr>
<tr>
<td>Brooks County</td>
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<td>23.1%</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
## Table L3: Population Change by Year and Age Group, Southern Georgia Region

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<th>Population Aged 65 to 74</th>
<th>Population Aged 75 to 84</th>
<th>Population Aged 85 and Older</th>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table L4: Percentage Change by Year and Age Group, Southern Georgia Region

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table L6: Percentage Change Aged 75 to 84 by County by Year

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
### Table L7: Percentage Change Aged 85 or Older by County by Year

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Source: Authors’ analysis of population projections from the Governor's Office of Planning and Budget, Series 2015
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<td>Title III State</td>
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<td>Title III Match</td>
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<td>Title III (Offset)</td>
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</tr>
<tr>
<td></td>
<td>Other</td>
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<td>($3,803.47)</td>
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<tr>
<td><strong>Total</strong></td>
<td></td>
<td>51,879</td>
<td>$436,360.22</td>
</tr>
<tr>
<td>DCH Medicaid non-emergency medical transportation, 60 and older only</td>
<td>Medicaid funds</td>
<td>27,539</td>
<td>$506,041</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td></td>
<td>79,418</td>
<td>$942,401.22</td>
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</table>

Source: Authors' analysis of administrative data provided by Georgia DHS and D
Table L9: Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>All Members, Monthly Average</th>
<th>60+ Members, Monthly Average</th>
<th>All Members Accessing NEMT</th>
<th>60+ Members Accessing NEMT</th>
<th>Total Capitation Amount for All Members</th>
<th>Capitation Amount for Members 60+</th>
<th>Number of One-Way Trips for All Members</th>
<th>Number of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atkinson</td>
<td>2,762</td>
<td>337</td>
<td>89</td>
<td>25</td>
<td>$154,294</td>
<td>$10,122</td>
<td>1,262</td>
<td>593</td>
</tr>
<tr>
<td>Bacon</td>
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<td>440</td>
<td>147</td>
<td>57</td>
<td>$176,324</td>
<td>$13,725</td>
<td>1,580</td>
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<tr>
<td>Ben Hill</td>
<td>5,703</td>
<td>922</td>
<td>511</td>
<td>174</td>
<td>$314,407</td>
<td>$31,178</td>
<td>4,638</td>
<td>1,270</td>
</tr>
<tr>
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<td>5,067</td>
<td>778</td>
<td>243</td>
<td>95</td>
<td>$280,051</td>
<td>$23,892</td>
<td>2,842</td>
<td>1,383</td>
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<tr>
<td>Brantley</td>
<td>4,886</td>
<td>515</td>
<td>107</td>
<td>36</td>
<td>$275,757</td>
<td>$12,911</td>
<td>651</td>
<td>216</td>
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<tr>
<td>Brooks</td>
<td>4,272</td>
<td>820</td>
<td>316</td>
<td>115</td>
<td>$235,919</td>
<td>$28,197</td>
<td>4,747</td>
<td>1,644</td>
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<tr>
<td>Charlton</td>
<td>2,581</td>
<td>422</td>
<td>140</td>
<td>60</td>
<td>$139,286</td>
<td>$13,346</td>
<td>1,413</td>
<td>581</td>
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<tr>
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<td>157</td>
<td>58</td>
<td>$128,715</td>
<td>$12,635</td>
<td>1,743</td>
<td>349</td>
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<tr>
<td>Coffee</td>
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<td>1,414</td>
<td>470</td>
<td>165</td>
<td>$678,299</td>
<td>$45,790</td>
<td>5,443</td>
<td>2,419</td>
</tr>
<tr>
<td>Cook</td>
<td>5,243</td>
<td>746</td>
<td>326</td>
<td>102</td>
<td>$292,934</td>
<td>$22,673</td>
<td>4,418</td>
<td>1,469</td>
</tr>
<tr>
<td>Echols</td>
<td>971</td>
<td>70</td>
<td>28</td>
<td>1</td>
<td>$56,972</td>
<td>$1,236</td>
<td>102</td>
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<tr>
<td>Irwin</td>
<td>2,620</td>
<td>432</td>
<td>185</td>
<td>72</td>
<td>$144,409</td>
<td>$15,401</td>
<td>1,835</td>
<td>684</td>
</tr>
<tr>
<td>Lanier</td>
<td>2,487</td>
<td>361</td>
<td>119</td>
<td>43</td>
<td>$142,437</td>
<td>$12,751</td>
<td>1,591</td>
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</tr>
<tr>
<td>Lowndes</td>
<td>27,738</td>
<td>2,902</td>
<td>1,552</td>
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<td>$1,614,269</td>
<td>$103,301</td>
<td>21,714</td>
<td>6,011</td>
</tr>
<tr>
<td>Pierce</td>
<td>4,842</td>
<td>691</td>
<td>228</td>
<td>88</td>
<td>$264,774</td>
<td>$21,374</td>
<td>3,371</td>
<td>953</td>
</tr>
<tr>
<td>Tift</td>
<td>11,701</td>
<td>1,669</td>
<td>722</td>
<td>235</td>
<td>$658,878</td>
<td>$57,162</td>
<td>8,858</td>
<td>3,142</td>
</tr>
<tr>
<td>Turner</td>
<td>2,850</td>
<td>517</td>
<td>240</td>
<td>84</td>
<td>$155,077</td>
<td>$17,366</td>
<td>2,431</td>
<td>852</td>
</tr>
<tr>
<td>Ware</td>
<td>11,421</td>
<td>1,671</td>
<td>713</td>
<td>254</td>
<td>$638,569</td>
<td>$62,982</td>
<td>11,311</td>
<td>4,499</td>
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<tr>
<td><strong>Regional Total</strong></td>
<td><strong>112,497</strong></td>
<td><strong>15,068</strong></td>
<td><strong>6,293</strong></td>
<td><strong>2,015</strong></td>
<td><strong>$6,351,372</strong></td>
<td><strong>$506,041</strong></td>
<td><strong>79,950</strong></td>
<td><strong>27,539</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
Table L10: Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>Percentage of Monthly Average Members that are 60+</th>
<th>Percentage of Members Accessing NEMT that are 60+</th>
<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atkinson</td>
<td>12%</td>
<td>28%</td>
<td>7%</td>
<td>47%</td>
</tr>
<tr>
<td>Bacon</td>
<td>14%</td>
<td>39%</td>
<td>8%</td>
<td>40%</td>
</tr>
<tr>
<td>Ben Hill</td>
<td>16%</td>
<td>34%</td>
<td>10%</td>
<td>27%</td>
</tr>
<tr>
<td>Berrien</td>
<td>15%</td>
<td>39%</td>
<td>9%</td>
<td>49%</td>
</tr>
<tr>
<td>Brantley</td>
<td>11%</td>
<td>34%</td>
<td>5%</td>
<td>33%</td>
</tr>
<tr>
<td>Brooks</td>
<td>19%</td>
<td>36%</td>
<td>12%</td>
<td>35%</td>
</tr>
<tr>
<td>Charlton</td>
<td>16%</td>
<td>43%</td>
<td>10%</td>
<td>41%</td>
</tr>
<tr>
<td>Clinch</td>
<td>16%</td>
<td>37%</td>
<td>10%</td>
<td>20%</td>
</tr>
<tr>
<td>Coffee</td>
<td>12%</td>
<td>35%</td>
<td>7%</td>
<td>44%</td>
</tr>
<tr>
<td>Cook</td>
<td>14%</td>
<td>31%</td>
<td>8%</td>
<td>33%</td>
</tr>
<tr>
<td>Echols</td>
<td>7%</td>
<td>4%</td>
<td>2%</td>
<td>8%</td>
</tr>
<tr>
<td>Irwin</td>
<td>16%</td>
<td>39%</td>
<td>11%</td>
<td>37%</td>
</tr>
<tr>
<td>Lanier</td>
<td>14%</td>
<td>36%</td>
<td>9%</td>
<td>53%</td>
</tr>
<tr>
<td>Lowndes</td>
<td>10%</td>
<td>23%</td>
<td>6%</td>
<td>28%</td>
</tr>
<tr>
<td>Pierce</td>
<td>14%</td>
<td>39%</td>
<td>8%</td>
<td>28%</td>
</tr>
<tr>
<td>Tift</td>
<td>14%</td>
<td>33%</td>
<td>9%</td>
<td>35%</td>
</tr>
<tr>
<td>Turner</td>
<td>18%</td>
<td>35%</td>
<td>11%</td>
<td>35%</td>
</tr>
<tr>
<td>Ware</td>
<td>15%</td>
<td>36%</td>
<td>10%</td>
<td>40%</td>
</tr>
<tr>
<td><strong>Regional Percentage</strong></td>
<td><strong>13%</strong></td>
<td><strong>32%</strong></td>
<td><strong>8%</strong></td>
<td><strong>34%</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
Table L11: Public Transportation Data for the Regional Transit Providers

<table>
<thead>
<tr>
<th>Name</th>
<th>Mode*</th>
<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
<th>Vehicle Revenue Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brantley County</td>
<td>DR</td>
<td>$0.80</td>
<td>$31.77</td>
<td>0.5</td>
<td>0.0</td>
<td>$59.21</td>
<td>0.0</td>
<td>$286</td>
<td>$21,256</td>
<td>359</td>
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<td>16,618</td>
</tr>
<tr>
<td>Bacon County</td>
<td>DR</td>
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<td>$24.00</td>
<td>1.3</td>
<td>0.0</td>
<td>$18.76</td>
<td>0.0</td>
<td>$120</td>
<td>$84,268</td>
<td>4,491</td>
<td>3,511</td>
<td>43,918</td>
</tr>
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<td>Ben Hill</td>
<td>DR</td>
<td>$2.15</td>
<td>$41.21</td>
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<td>0.0</td>
<td>$51.37</td>
<td>0.0</td>
<td>$11,139</td>
<td>$265,900</td>
<td>5,176</td>
<td>6,453</td>
<td>112,062</td>
</tr>
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<td>Berrien County</td>
<td>DR</td>
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<td>$23.30</td>
<td>1.3</td>
<td>0.0</td>
<td>$18.44</td>
<td>0.0</td>
<td>$332</td>
<td>$114,836</td>
<td>6,226</td>
<td>4,928</td>
<td>94,242</td>
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<td>Pierce County Transit</td>
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<td>$29.52</td>
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<td>0.0</td>
<td>$29.87</td>
<td>0.0</td>
<td>$7,896</td>
<td>$318,817</td>
<td>10,672</td>
<td>10,801</td>
<td>216,213</td>
</tr>
<tr>
<td>Turner County</td>
<td>DR</td>
<td>$0.21</td>
<td>$20.78</td>
<td>1.8</td>
<td>0.0</td>
<td>$11.47</td>
<td>0.0</td>
<td>$2,553</td>
<td>$137,329</td>
<td>11,971</td>
<td>6,608</td>
<td>64,384</td>
</tr>
<tr>
<td>Tift Transit System</td>
<td>DR</td>
<td>$2.00</td>
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<td>$19.34</td>
<td>0.0</td>
<td>$25,955</td>
<td>$250,914</td>
<td>12,973</td>
<td>3,876</td>
<td>61,666</td>
</tr>
<tr>
<td>Ware County</td>
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<td>$21.46</td>
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<td>$19.47</td>
<td>0.0</td>
<td>$9,214</td>
<td>$271,515</td>
<td>13,946</td>
<td>12,654</td>
<td>188,626</td>
</tr>
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<td>$27.18</td>
<td>1.5</td>
<td>0.0</td>
<td>$17.96</td>
<td>0.0</td>
<td>$3,297</td>
<td>$266,380</td>
<td>14,829</td>
<td>9,802</td>
<td>198,670</td>
</tr>
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<td>$23.34</td>
<td>1.5</td>
<td>0.0</td>
<td>$15.22</td>
<td>0.0</td>
<td>$11,294</td>
<td>$347,633</td>
<td>22,838</td>
<td>14,895</td>
<td>291,613</td>
</tr>
<tr>
<td>Lowndes County</td>
<td>DR</td>
<td>$1.19</td>
<td>$19.57</td>
<td>1.3</td>
<td>0.0</td>
<td>$15.29</td>
<td>0.0</td>
<td>$34,508</td>
<td>$442,121</td>
<td>28,920</td>
<td>22,587</td>
<td>317,011</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$106,594</td>
<td>$2,520,969</td>
<td>132,401</td>
<td>96,784</td>
<td>1,605,023</td>
</tr>
</tbody>
</table>

*Modes: Bus mode (MB) and demand-response services (DR). Note: All bus mode, heavy rail, and demand-response services, where available, were included.
Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
Regional Highlights and Barriers

AAA staff from Southern Georgia were surveyed regarding facilitators and barriers to transportation access for older adults living in the region. Southern Georgia is largely rural, and offers DHS-funded transportation services exclusively through the Coordinated Transportation System.

- Highlights in service
  - MIDS, a private transportation agency, offers discounts for older adults.
  - Initiated a shuttle program this year (FY 2019) through the Coordinated Transportation System to serve senior centers in an area of the region.
    - If successful, AAA would like to replicate the service at other senior centers in the region
- Barriers to service access
  - The most significant provider-reported unmet needs included:
    - Limited public transportation services and hours
    - Cost of using public transit and affordability issues
    - Recurring specialized transportation needs (e.g., recurring medical treatments like dialysis)
    - Excessive wait times for round-trips
    - Excessive ride times for round-trips
  - Low-income, frail elderly, and disabled older adults, as well as those residing in rural areas, were identified as underserved within the region.
  - Older adults with phone issues (e.g., no phone, limited phone access, or living in an area without service coverage) were also highlighted as an underserved population within the region.
  - Dialysis transportation also emerged as a specific unmet need.
The Coastal Georgia region is comprised of nine counties, as illustrated in Figure M1. In 2016, the 65 and older population living in the region totaled 83,139, 12% of the region’s population. The region will experience a significant increase in the 65 and older population through 2040, with a 46% percent change between 2016 and 2025, and a 39% increase between 2025 and 2040.

Figure M1: Coastal Region Counties
Table M1: Total Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bryan County</td>
<td>3,410</td>
<td>6,957</td>
<td>14,652</td>
</tr>
<tr>
<td>Bulloch County</td>
<td>7,460</td>
<td>10,456</td>
<td>12,239</td>
</tr>
<tr>
<td>Camden County</td>
<td>5,834</td>
<td>9,056</td>
<td>11,404</td>
</tr>
<tr>
<td>Chatham County</td>
<td>38,435</td>
<td>49,915</td>
<td>64,838</td>
</tr>
<tr>
<td>Effingham County</td>
<td>5,864</td>
<td>11,749</td>
<td>22,098</td>
</tr>
<tr>
<td>Glynn County</td>
<td>14,376</td>
<td>21,204</td>
<td>27,248</td>
</tr>
<tr>
<td>Liberty County</td>
<td>4,796</td>
<td>7,636</td>
<td>9,860</td>
</tr>
<tr>
<td>Long County</td>
<td>1,466</td>
<td>2,298</td>
<td>3,531</td>
</tr>
<tr>
<td>Marion County</td>
<td>1,496</td>
<td>2,102</td>
<td>2,381</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>83,139</strong></td>
<td><strong>121,372</strong></td>
<td><strong>168,251</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015

Table M2: Percentage of Population 65 and Older by County, 2016, 2025, and 2040

<table>
<thead>
<tr>
<th>County</th>
<th>2016</th>
<th>2025</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bryan County</td>
<td>10.4%</td>
<td>15.5%</td>
<td>19.5%</td>
</tr>
<tr>
<td>Bulloch County</td>
<td>11.8%</td>
<td>15.8%</td>
<td>19.1%</td>
</tr>
<tr>
<td>Camden County</td>
<td>10.4%</td>
<td>14.5%</td>
<td>19.3%</td>
</tr>
<tr>
<td>Chatham County</td>
<td>10.4%</td>
<td>14.9%</td>
<td>19.5%</td>
</tr>
<tr>
<td>Effingham County</td>
<td>13.4%</td>
<td>18.1%</td>
<td>19.6%</td>
</tr>
<tr>
<td>Glynn County</td>
<td>15.8%</td>
<td>19.0%</td>
<td>19.8%</td>
</tr>
<tr>
<td>Liberty County</td>
<td>15.9%</td>
<td>18.2%</td>
<td>19.2%</td>
</tr>
<tr>
<td>Long County</td>
<td>8.2%</td>
<td>13.6%</td>
<td>19.1%</td>
</tr>
<tr>
<td>Marion County</td>
<td>8.5%</td>
<td>13.9%</td>
<td>19.8%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
### Table M3: Population Change by Year and Age Group, Coastal Georgia Region

<table>
<thead>
<tr>
<th>Year</th>
<th>Population Aged 65 to 74</th>
<th>Population Aged 75 to 84</th>
<th>Population Aged 85 and Older</th>
</tr>
</thead>
<tbody>
<tr>
<td>2013</td>
<td>28,289</td>
<td>14,322</td>
<td>8,736</td>
</tr>
<tr>
<td>2014</td>
<td>29,525</td>
<td>15,002</td>
<td>8,812</td>
</tr>
<tr>
<td>2015</td>
<td>30,761</td>
<td>15,682</td>
<td>8,889</td>
</tr>
<tr>
<td>2016</td>
<td>31,997</td>
<td>16,363</td>
<td>8,966</td>
</tr>
<tr>
<td>2017</td>
<td>33,233</td>
<td>17,043</td>
<td>9,042</td>
</tr>
<tr>
<td>2018</td>
<td>34,469</td>
<td>17,723</td>
<td>9,119</td>
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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table M4: Percentage Change by Year and Age Group, Coastal Georgia Region

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
### Table M5: Percentage Change Aged 65 to 74 by County by Year

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table M6: Percentage Change Aged 75 to 84 by County by Year

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Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table M7: Percentage Change Aged 85 or Older by County by Year

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<td></td>
</tr>
<tr>
<td>Marion</td>
<td>-</td>
<td>0.9%</td>
<td>0.9%</td>
<td>0.9%</td>
<td>0.9%</td>
<td>0.9%</td>
<td>4.3%</td>
<td>4.1%</td>
<td>4.0%</td>
<td>3.8%</td>
<td>3.7%</td>
<td>6.7%</td>
<td>6.3%</td>
<td>29.2%</td>
<td>18.9%</td>
<td>13.4%</td>
<td>13.8%</td>
<td>7.3%</td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of population projections from the Governor’s Office of Planning and Budget, Series 2015
Table M8: FY 2018 Program Funding and Trips for Coastal Georgia, DHS Region 12

<table>
<thead>
<tr>
<th>Program</th>
<th>Funding Source</th>
<th>Trips</th>
<th>Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>DHS Coordinated Transportation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5310 UZA</td>
<td>1,954</td>
<td>$17,508.78</td>
<td></td>
</tr>
<tr>
<td>5310 Large UZA</td>
<td>5,172</td>
<td>$48,511.99</td>
<td></td>
</tr>
<tr>
<td>SSBG Fed</td>
<td>10,742</td>
<td>$96,106.77</td>
<td></td>
</tr>
<tr>
<td>SSBG match</td>
<td>1,465</td>
<td>$13,105.47</td>
<td></td>
</tr>
<tr>
<td>SSBG (Offset)</td>
<td>(1,465)</td>
<td>($13,105.47)</td>
<td></td>
</tr>
<tr>
<td>TTS SSBG</td>
<td>12,037</td>
<td>$108,225.98</td>
<td></td>
</tr>
<tr>
<td>CBS State</td>
<td>12,345</td>
<td>$111,344.00</td>
<td></td>
</tr>
<tr>
<td>Title III Fed</td>
<td>27,103</td>
<td>$252,779.88</td>
<td></td>
</tr>
<tr>
<td>Title III State</td>
<td>1,595</td>
<td>$14,869.42</td>
<td></td>
</tr>
<tr>
<td>Title III Match</td>
<td>3,189</td>
<td>$29,738.80</td>
<td></td>
</tr>
<tr>
<td>Title III (Offset)</td>
<td>(2,805)</td>
<td>($29,738.80)</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>71,332</td>
<td><strong>$649,346.82</strong></td>
<td></td>
</tr>
<tr>
<td><strong>DCH Medicaid non-emergency medical transportation, 60 and older only</strong></td>
<td>Medicaid funds</td>
<td>29,057</td>
<td>$428,011</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>100,389</td>
<td><strong>$1,077,357.82</strong></td>
<td></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by Georgia DHS and DCH
<table>
<thead>
<tr>
<th>County</th>
<th>All Members, Monthly Average</th>
<th>60+ Members, Monthly Average</th>
<th>All Members Accessing NEMT</th>
<th>60+ Members Accessing NEMT</th>
<th>Total Capitation Amount for All Members</th>
<th>Capitation Amount for Members 60+</th>
<th>Number of One-Way Trips for All Members</th>
<th>Number of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bryan</td>
<td>5,258</td>
<td>580</td>
<td>164</td>
<td>57</td>
<td>$284,699</td>
<td>$18,209</td>
<td>2,443</td>
<td>793</td>
</tr>
<tr>
<td>Bulloch</td>
<td>14,399</td>
<td>1,528</td>
<td>729</td>
<td>195</td>
<td>$816,648</td>
<td>$46,432</td>
<td>9,319</td>
<td>3,003</td>
</tr>
<tr>
<td>Camden</td>
<td>8,318</td>
<td>728</td>
<td>169</td>
<td>51</td>
<td>$473,009</td>
<td>$20,582</td>
<td>1,674</td>
<td>637</td>
</tr>
<tr>
<td>Chatham</td>
<td>52,856</td>
<td>6,088</td>
<td>2,040</td>
<td>741</td>
<td>$2,985,032</td>
<td>$212,682</td>
<td>50,399</td>
<td>18,212</td>
</tr>
<tr>
<td>Effingham</td>
<td>9,241</td>
<td>763</td>
<td>177</td>
<td>49</td>
<td>$509,023</td>
<td>$19,897</td>
<td>3,064</td>
<td>783</td>
</tr>
<tr>
<td>Glynn</td>
<td>17,434</td>
<td>1,813</td>
<td>793</td>
<td>216</td>
<td>$989,627</td>
<td>$57,172</td>
<td>10,558</td>
<td>2,632</td>
</tr>
<tr>
<td>Liberty</td>
<td>12,522</td>
<td>966</td>
<td>634</td>
<td>156</td>
<td>$706,558</td>
<td>$32,314</td>
<td>8,613</td>
<td>2,198</td>
</tr>
<tr>
<td>Long</td>
<td>3,750</td>
<td>297</td>
<td>184</td>
<td>50</td>
<td>$223,941</td>
<td>$11,009</td>
<td>2,312</td>
<td>674</td>
</tr>
<tr>
<td>McIntosh</td>
<td>2,578</td>
<td>425</td>
<td>65</td>
<td>17</td>
<td>$135,087</td>
<td>$9,714</td>
<td>807</td>
<td>125</td>
</tr>
<tr>
<td><strong>Regional Total</strong></td>
<td><strong>126,356</strong></td>
<td><strong>13,187</strong></td>
<td><strong>4,955</strong></td>
<td><strong>1,532</strong></td>
<td><strong>$7,123,625</strong></td>
<td><strong>$428,011</strong></td>
<td><strong>89,189</strong></td>
<td><strong>29,057</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
Table M10: Medicaid NEMT Data for FY 2018 by County

<table>
<thead>
<tr>
<th>County</th>
<th>Percentage of Monthly Average Members that are 60+</th>
<th>Percentage of Members Accessing NEMT that are 60+</th>
<th>Percentage of Capitation Amount Paid for Members 60+</th>
<th>Percentage of One-Way Trips for Members 60+</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bryan</td>
<td>11%</td>
<td>35%</td>
<td>6%</td>
<td>32%</td>
</tr>
<tr>
<td>Bulloch</td>
<td>11%</td>
<td>27%</td>
<td>6%</td>
<td>32%</td>
</tr>
<tr>
<td>Camden</td>
<td>9%</td>
<td>30%</td>
<td>4%</td>
<td>38%</td>
</tr>
<tr>
<td>Chatham</td>
<td>12%</td>
<td>36%</td>
<td>7%</td>
<td>36%</td>
</tr>
<tr>
<td>Effingham</td>
<td>8%</td>
<td>28%</td>
<td>4%</td>
<td>26%</td>
</tr>
<tr>
<td>Glynn</td>
<td>10%</td>
<td>27%</td>
<td>6%</td>
<td>25%</td>
</tr>
<tr>
<td>Liberty</td>
<td>8%</td>
<td>25%</td>
<td>5%</td>
<td>26%</td>
</tr>
<tr>
<td>Long</td>
<td>8%</td>
<td>27%</td>
<td>5%</td>
<td>29%</td>
</tr>
<tr>
<td>McIntosh</td>
<td>16%</td>
<td>26%</td>
<td>7%</td>
<td>15%</td>
</tr>
<tr>
<td><strong>Regional Percentage</strong></td>
<td><strong>10%</strong></td>
<td><strong>31%</strong></td>
<td><strong>6%</strong></td>
<td><strong>33%</strong></td>
</tr>
</tbody>
</table>

Source: Authors’ analysis of administrative data provided by DCH
Table M11: Public Transportation Data for the Regional Transit Providers

<table>
<thead>
<tr>
<th>Name</th>
<th>Mode</th>
<th>Fare Revenues per Unlinked Passenger Trip</th>
<th>Fare Revenues per Total Operating Expense (Recovery Ratio)</th>
<th>Cost per Hour</th>
<th>Passengers per Hour</th>
<th>Cost per Passenger</th>
<th>Cost per Passenger Mile</th>
<th>Fare Revenues Earned</th>
<th>Total Operating Expenses</th>
<th>Unlinked Passenger Trips</th>
<th>Vehicle Revenue Hours</th>
<th>Vehicle Revenue Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chatham Area Transit Authority</td>
<td>DR</td>
<td>$0.45</td>
<td>0.02</td>
<td>$62.37</td>
<td>2.4</td>
<td>$26.19</td>
<td>$4.31</td>
<td>$12,905</td>
<td>$753,088</td>
<td>28,755</td>
<td>12,075</td>
<td>233,007</td>
</tr>
<tr>
<td>Chatham Area Transit Authority</td>
<td>DR</td>
<td>$2.31</td>
<td>0.07</td>
<td>$48.71</td>
<td>1.5</td>
<td>$31.49</td>
<td>$3.39</td>
<td>$159,898</td>
<td>$2,183,538</td>
<td>69,333</td>
<td>44,826</td>
<td>664,781</td>
</tr>
<tr>
<td>Coastal Regional Commission</td>
<td>DR</td>
<td>$1.91</td>
<td>0.07</td>
<td>$33.02</td>
<td>1.3</td>
<td>$25.69</td>
<td>$0.00</td>
<td>$287,071</td>
<td>$3,868,259</td>
<td>150,551</td>
<td>117,163</td>
<td>2,100,980</td>
</tr>
<tr>
<td>Liberty Transit</td>
<td>MB</td>
<td>$0.80</td>
<td>0.02</td>
<td>$84.86</td>
<td>2.0</td>
<td>$42.50</td>
<td>$0.00</td>
<td>$13,470</td>
<td>$714,161</td>
<td>16,805</td>
<td>8,416</td>
<td>102,400</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$473,344</td>
<td>$7,519,046</td>
<td>265,444</td>
<td>182,480</td>
<td>3,101,168</td>
</tr>
</tbody>
</table>

*Modes: Bus mode (MB) and demand-response services (DR). Note: All bus mode, heavy rail, and demand-response services, where available, were included.

Source: United States Department of Transportation Federal Transit Administration National Transit Database, 2016
**Regional Highlights and Barriers**

Coastal Georgia AAA staff were surveyed to gain an understanding of successful transportation strategies and programs, and also factors that act as barriers within the region. Coastal Georgia operates a regional transportation system, Coastal Regional Coaches, which is coordinated through the Coastal Regional Commission.

- **Highlights in service**
  - Coastal Regional Commission uses purchase-of-service contracts to gain additional revenue to offset the cost of demand-response services.
  - Regional system administration allows for pooling of resources

- **Barriers to service access**
  - Regional fleet lacks capacity
    - Current vehicles can only transport relatively small numbers of passengers at a time.
    - Not all vehicles are accessible given rurality of specific locations (e.g., in areas with no sidewalk, wheelchair ramps in the back of the vehicle, rather than side, are more accessible. Currently they do not have any vehicles with ramps in the back).
  - Challenging to coordinate with veterans groups
  - Census re-zoning (specifically from rural to small urbanized zoning areas) is disqualifying people who need transportation and previously accessed rural transportation services.
    - These areas do not have fixed-route transit or many other alternative transportation options.
  - Reporting and billing systems are not integrated, which creates inefficiencies
    - DHS’s TRIP$ system only does billing, while GDOT’s 2Ride system only does scheduling.
  - Most significant provider-reported unmet needs included:
    - Recurring specialized transportation needs (e.g., recurring medical treatments like dialysis)
APPENDIX N: MOBILITY NEED INDEX (MONI) METHODOLOGY

The MoNI values were calculated using a methodology developed by the Texas A&M Transportation Institute. This index predicts the population’s reliance on public transportation at the county level. Data used to generate each county’s MoNI is from the 2016 American Community Survey (ACS) 5-Year Estimate data [2-5]. The demographic information captured from the 2016 ACS 5-Year Estimate to construct the MoNI is provided in Table N1.

Table N1: ACS Data Used to Construct the MoNI

<table>
<thead>
<tr>
<th>Demographic</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ages 65-74</td>
<td>The number of residents in each county ages 65-74 (ACS Table S0101)</td>
</tr>
<tr>
<td>Ages 75-84</td>
<td>The number of residents in each county ages 75-84 (ACS Table S0101)</td>
</tr>
<tr>
<td>Ages 85 and Over</td>
<td>The number of residents in each county ages 85 and over (ACS Table S0101)</td>
</tr>
<tr>
<td>Poverty Status</td>
<td>The share of residents ages 65 and over living below the poverty line (ACS Table S1701)</td>
</tr>
<tr>
<td>Disability Status</td>
<td>The share of residents ages 65 and over with disability status (ACS Table B18101)</td>
</tr>
<tr>
<td>No Vehicle Access</td>
<td>The share of residents ages 65 and over living in homes with no vehicles (ACS Table B25045)</td>
</tr>
</tbody>
</table>

Index Methodology

The MoNI was designed to capture areas of high transportation need among adults aged 65 and older. The index was developed by researchers at Texas A&M, and reflects demographic characteristics that contribute to transportation need including: age, poverty status, disability status, and access to a vehicle. County level data for each of the MoNI categories was gathered from ACS data in the U.S. Census American Fact Finder.

Variable Normalization

County-level population data from the ACS was merged with land area data from the 2010 U.S. Census to normalize the values in each demographic category to persons-per-square-mile estimates.

Variable Weighting

Input from published research, other transportation indices, and stakeholders, was used to weight each of the demographic categories in constructing the MoNI. The category weights, provided in Table N2, ranged from 0.5 to 1.5. Each normalized category value was multiplied by their corresponding weight and divided by the sum of all weights (7.5).
Table N2: MoNI Category Weights

<table>
<thead>
<tr>
<th>Demographic Category</th>
<th>Weight</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ages 65-74</td>
<td>0.5</td>
</tr>
<tr>
<td>Ages 75-84</td>
<td>1</td>
</tr>
<tr>
<td>Ages 85 and Over</td>
<td>1.5</td>
</tr>
<tr>
<td>Poverty Status</td>
<td>1.5</td>
</tr>
<tr>
<td>Disability Status</td>
<td>1.5</td>
</tr>
<tr>
<td>No Vehicle Access</td>
<td>1.5</td>
</tr>
</tbody>
</table>

Logarithmic Transformation

Due to the skewed nature of the MoNI scores resulting from variations in county population and land area, the MoNI was log transformed to produce a normal distribution of values. Figures N1 and N2 illustrate the pre- and post-transformation MoNI distributions.
Figure N1: Pre-Transformation Distribution

Figure A2: Post-Transformation Distribution
References


APPENDIX O: POPULATION PROJECTION DATA METHODOLOGY

Population Projection Data

Data for projected population by age and county in the years 2016, 2025, and 2040 were obtained from the Governor’s Office of Planning and Budget (OPB). Population projection data is managed and provided by the OPB for the purposes of assessing the states’ future service and infrastructure needs. The OPB projection data included in this report was created using the 2013 Census.

References

APPENDIX P: NONDRIVER ESTIMATE METHODOLOGY

To estimate the number of non-drivers throughout the state we used individual level responses from the 2016 ACS 5-year data file and applied estimates of driving rates by age group (70-74, 75-79, 80-84, >85) and gender published by Foley et al. (2002).

In the ACS data, individuals are grouped by their residence into Public Use Microdata Areas (PUMAs). PUMAs are geographic areas with a population of at least 100,000 people. These PUMAs were cross walked to DAS transportation regions to group individuals into their corresponding regions.

After identifying the DAS region of residence for each survey respondent, we assigned respondents to the following gender specific age groups: women age 70-74, women aged 75-79, women aged 80-84, women aged 85+, men aged 70-74, men aged 75-79, men aged 80-84, and men aged 85+. These age/gender groups correspond to those identified in the Foley research.

To generate the total number of people represented in each age and gender group, we multiplied the indicator of each respondent’s gender/age grouping by their ACS person weight. The ACS person weight captures the number of people an individual respondent represents based on various demographic and geographic characteristics. Once individuals were weighted within their age/gender group, we summed the total number of people represented in each group by region. This gave us the total number of women and men in each age group by DAS region.

Finally, we multiplied each age and gender group by the share of people in that group that were estimated to not drive by Foley et al. (2002):

Table P1: Estimated share of population that does not drive by gender and age

<table>
<thead>
<tr>
<th>Age group</th>
<th>Men</th>
<th>Women</th>
</tr>
</thead>
<tbody>
<tr>
<td>70-74</td>
<td>12%</td>
<td>30.2%</td>
</tr>
<tr>
<td>75-79</td>
<td>15.6%</td>
<td>39.6%</td>
</tr>
<tr>
<td>80-84</td>
<td>21.9%</td>
<td>55.2%</td>
</tr>
<tr>
<td>85+</td>
<td>45.4%</td>
<td>77.8%</td>
</tr>
</tbody>
</table>

Source: Foley et al. 2002

After multiplying the number of people in each age/gender/region group by the corresponding Foley estimates of non-driving rates, we summed the resulting values across gender and region to get the number of men and women over 70 not driving in each region.
Reference
